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**From:** John Mollman [john.mollman@hotmail.com]  
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**To:** AWW SDEIS Comments  
**Subject:** 2010 SDEIS Comment

**I-110-001**

If the entire analysis in this EIS is predicated on there being no tolling on the new roadway while such tolling is required to pay for the project how does the state expect the public to have any confidence whatsoever in their ability to plan or manage the tunnel project? What credibility those who are pushing the tunnel project had has been lost by this blatant shell game.

Any legitimate EIS and the analysis behind it need to be based on the real financial, environmental, and political conditions under which the project will be undertaken. To do otherwise makes a mockery of the entire project.

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### **I-110-001**

The analyses regarding how tolls might be implemented as part of the proposed action were preliminary for the 2010 Supplemental Draft EIS but have been updated for the Final EIS. They will be further refined during final design through a joint planning effort (described below) should the state legislature authorize tolls on the SR 99 Bored Tunnel. The analysis in the Final EIS represents a conservative estimate of the impacts of tolling the SR 99 Bored Tunnel. We anticipate that any effects due to applying tolls to the SR 99 Bored Tunnel will be notably less than those described in the Final EIS analysis.

Prior to a final decision about how the SR 99 Bored Tunnel would be tolled, the Washington State Department of Transportation will be working with the Seattle Department of Transportation and other agencies to refine and optimize how to toll the SR 99 tunnel while minimizing diversion of traffic to city streets and minimizing potential effects to transit, bicycle, and pedestrian travel. WSDOT, with cooperation from the City of Seattle, the Port of Seattle, and King County, will establish a Tolling Advisory Committee to provide strategies for minimizing diversion impacts.