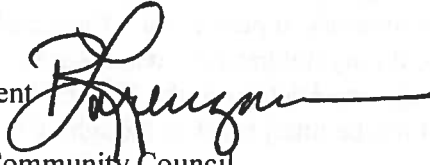


April 25, 2017

SUBJECT: Public Testimony for Port Commissioner's April 25 meeting

TO: Port of Seattle Commissioners

FROM: Roseanne Lorenzana
Seattle's Beacon Hill neighborhood resident



Affiliations:

Board of Directors, Beacon Hill Community Council
Co-Chair, Community Health Advocates Collaboration
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Dept. of Environmental and Occupational Health Sciences
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I respectfully submit the following as my public testimony in response to April 25 agenda item 3c, "Seattle-Tacoma International Airport Flight Track and NextGen Briefing". My comments are presented as my own, as a resident of an impacted community and do not represent any of my affiliations.

Seattle's Beacon Hill neighborhood is located approximately 3½ miles north of Seattle-Tacoma Intn'l airport and being an elevated location, jet aircraft arrivals, according to Port of Seattle records, are often a thousand feet or less above our heads. Annual averages provided by Port of Seattle indicate that 73 – 80% of all arrivals fly over Beacon Hill. Of course, on south flow days – which are the majority during the year – 100% of all arrivals fly over Beacon Hill.

Seattle's Beacon Hill residents of ~34,000 – which according to the 2010 Census is about the same population size as that of Burien – are up to 91% people of color, have the highest percentage of people with less than 100% of the federal poverty level in King County and have high rates of adverse effects which are suggestive or likely linked with the levels of aircraft noise experienced in the community.

While it is true that inbound jet aircraft have always flown over Beacon Hill, what has changed is the number and type of jet aircraft, the time of day, the precision approach and reduced separation of aircraft. These have resulted in intense and significant noise and air pollution impacts on the Beacon Hill community. For years, residents have complained of jet exhaust fumes. But these have been unaddressed by either Port of Seattle or Puget Sound Clean Air Agency (PSCAA).

Noise exposure reductions elsewhere along the flight path have been achieved by concentration on a narrower band of travel below which lies the Beacon Hill community. This change of flight traffic was clearly identified in the 2012 EIS for Greener Skies. Beacon Hill community comments were provided to no avail. Although FAA has claimed they do not shift noise from one community to another, that is exactly what the current flight traffic paths have accomplished.

While Port of Seattle drives forward in their 2017-2021 expansion and economic long range plan, it appears to be on the backs of people with limited resources and resilience, and who receive only remote and indirect benefit, if any, from Port of Seattle's current agenda.

Even though not bordering its properties, Port of Seattle needs to recognize Seattle's Beacon Hill as a community to partner with for social responsibility. As a vulnerable community under duress, it may not have the resources to sustain a powerful voice. However, the lack of volume or of registered entries to the Noise Abatement complaint system or PSCAA's complaint system should not be interpreted as though all is okay and acceptable. It is not.

I ask the Port of Seattle Commissioners to include in their deliberations about airport expansion and the desired increases in passenger and freight traffic to factor in a Beacon Hill Action Agenda developed in collaboration with the community and with necessary funds for mitigations which will directly benefit the Beacon Hill community.

Thank you.