

**Dear Transportation Committee:**

I read with great concern about House Bill 7143, and the continued efforts to overturn the existing state law and regionally crafted MOA in order to pave more wetlands at Tweed Airport. I am asking for your help in voting down H.B. 07413, and opposing such expansion for the following reasons:

- There are known, well-researched negative health impacts of noise levels generated by the airplanes. The EPA-mandated efforts by Tweed Airport to insulate houses does nothing for people (or animals) when we are out of doors. Additionally, the noise abatement only impacts those homes with health-impacted levels of noise damage. There is a much wider sphere of residents who are impacted; and the numbers impacted will rise if the paving goes forward.
- Tweed Airport is sited on a coastal flood plain, where Tuttle Brook and Morris Creek join, which run right into the swimming beach at Lighthouse Park, and into Long Island Sound. Extending the runway creates major storm water runoff, directly into Long Island Sound. Look at the size of the paved areas already. The impact of paving more wetlands damages the eco-system and reduces the capacity for storm surges to be mitigated naturally. The risk of major storm damage to residents will increase if the paving goes forward.
- The statement by the Commission on Fiscal Stability and Economic Growth claiming "Southern Connecticut is one of the most underserved air markets in the country" only makes sense when you discount the following airports: Bradley, JFK, LaGuardia, Newark, Providence, White Plains and Logan. Yes, I've flown out of all of them, traveling from New Haven. We are not underserved. We shall be overtaxed for limited return on investment if the paving goes forward.
- The entire airline industry is going through major economic shifts. Little boutique airports like Tweed are closing all over this country as states and municipalities are focusing shrinking public dollars on viable transportation hubs. With such limited state and city budgets, we cannot afford to "eminent domain" our way to buy up and build the rail, shuttle, bus, and traffic lines needed to make Tweed useful to more than an elite few. We will not be able to leverage the tax revenues for effective economic gain if the paving goes forward.
- I have read the master plan for Tweed Airport. This 1,000-foot paving is only phase three of four phases. Phase 4 involves more eminent domain taking of homes, and more paving. We have such a lovely neighborhood. I really hate to see the wasted space that already exists, let alone if the paving goes forward.
- All impact is not in the "bounds of the existing fence" as the Tweed Airport Authority states. Those who live near the airport know the sadness of the loss of mature trees and the increase in low-mown grass monoculture – again, within feet of the Morris Creek, which leads into the Morris Creek Nature Preserve and directly into Long Island Sound. Tweed continues to purchase and level homes, and cut down mature trees. These are community and environmental damages which will continue if the paving goes forward.
- With federal, state, and local budgetary deficits at problematic levels, spending needs to be thoughtful and impactful. Tweed expansion is negatively impactful, and not thoughtful of the future of the region.

Keep Tweed's runway to 5,600 feet. Do not approve runway expansion. Prioritize rail and shuttle transport to existing major airports.

Thank you for your consideration of my concerns.

Sincerely,

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