

Jules Scanley, MD, PhD
485 Lighthouse Road
New Haven, CT 06512

September 22, 2021

Dear New Haven Board of Alders,

Please say NO to signing the AMENDED AND RESTATED LEASE AND OPERATING AGREEMENT BY AND BETWEEN THE CITY OF NEW HAVEN AND TWEED NEW HAVEN AIRPORT AUTHORITY.

The reasons for saying are numerous and to my opinion far outweigh any possible benefit: noise, air pollution, traffic, global warming and hidden costs to the city. I think you have heard about noise and air pollution so much it has perhaps become boring and mundane. I live near the airport. It is not boring or mundane to me. It is nerve wracking and enervating. I will focus on just a few other issues below, having spoken about other items previously.

BENEFIT: Who will really benefit from this? I think it is Goldman Sachs. They are not a New Haven or even a Connecticut based company. Why let them profit off of our backs.

NON-INTERVENTION BY THE CITY: Repeatedly the lease states that the city will not and cannot intervene in what happens at Tweed. Why would this be such a strong stipulation if Avports thought that the city will approve of what they do??? Below I cite four sections of the lease that assert the city's inability to intervene if the lease is signed:

ARTICLE II, Section 2.1 Purposes and Powers of the Authority. As of the Effective Date, the Authority shall be solely responsible for the operation and management of the Airport

ARTICLE II, Section 2.2 Specific Obligations. ... the Authority shall have the right to, in accordance with the Airport Master Plan, deal with these programs and the Project in any way that the Authority, in its sole discretion, deems necessary or advisable in furtherance of the Authority's duties and purposes hereunder, except to the extent such actions would violate applicable federal law or other applicable law or violate contractual obligations

ARTICLE III, Section 3.1, c) Subject to applicable law (and any regulations promulgated thereunder), the Authority shall have full power and authority over, and complete discretion in, the administration, maintenance, operation, management, control and use of the Leased Premises

ARTICLE III, Section 3.1, d) The City covenants that the Authority shall fully, peaceably and quietly hold and enjoy the full possession of the Leased Premises

FLAWED SURVEY: The survey submitted by Sean Scanlon (paid for by Avports) reporting a 77% approval for the Tweed expansion is extraordinarily biased. The question that people were supposed to respond to, mentioned ONLY the possible positive benefits of the expansion. I have copied what is available on the survey methods below. Where is truth in advertising

here? This is like saying, take this medicine, you will feel better and leaving out the part that says – oh yeah, it may cause cancer. There is nothing on noise, air pollution, asthma, global warming, property values, eminent domain, etc. etc. In my opinion the survey that needs to be done is to find out how much the average New Haven resident actually knows about the proposed expansion.

Global Strategy Group conducted a phone survey among 400 registered Connecticut voters in New Haven, West Haven, Orange, Woodbridge, Hamden, North Haven, Wallingford, North Branford, Branford, and East Haven from January 29th to February 2nd, 2020. The survey has a confidence interval of +/- 4.9%. Care has been taken to ensure the geographic and demographic divisions of the population of registered voters are properly represented.

**Voters were read the following description of the strategic plan: "As you may or may not know, there is a plan to invest in a strategic plan for Tweed-New Haven Airport to extend the airport's runway, build a new terminal, and build new access ramps to make it safer to get to and from the airport. Supporters of the strategic plan say that this will increase flights and destination options, reduce traffic through small neighborhood streets, improve schedule reliability, and improve landing and take-off safety. They say this will make the Tweed-New Haven Airport economically sustainable in the long term and support the broader economic revival of New Haven and the surrounding communities."*

PROPERTY VALUES: Property values DO decrease around airports as previously stated by neighbors of Tweed. Below are quotes from two academic, peer reviewed journal articles easily located with Google Scholar:

"... the disappearance of aircraft noise leads to an average 24.43% increase in the prices of houses surrounding the airport." (Airport noise and house prices: A quasi-experimental design study. X Zheng, W Peng, M Hu, Land Use Policy, 2020, 90: 104287)

"Memphis International Airport is perceived as a disamenity, with areas of the city affected to different degrees, with a potential average external cost of \$4,795 per decibel of noise per household." (Is Airport Proximity an Amenity or Disamenity? An Empirical Investigation Based on House Prices. SE Affuso, SB Caudill, FG Mixon, Jr., KW Starnes. Land Economics, 2019, 95 (3): 391–408)

WETLANDS: Wetlands are difficult and expensive to create and they need stewardship post-creation. There is only one sentence in the lease about wetlands. That is insufficient.

Please say no.

Respectfully,
Jules Scanley