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Unless the worst polluters... heavy truck traffic and overflying aircraft... are regulated, this process will be complete and utter nonsense and will solve nothing. I live in one of the selected overburdened communities, the neighborhood of Briarcrest in the city of Shoreline, which has been described in the Washington State Environmental Disparities Map thus: Proximity to heavy traffic roadways is an incredibly toxic 10 out of 10 (at the bad end of the scale); its diesel exhaust emissions exposure is 9 out of 10; its overall health disparities ranking ranges between 8 and 9; our overall environmental exposures rank between 9 and 10; our fine particulate matter exposure ranks at 8; two discrete areas rate an astounding 10 for toxic releases from facilities (while the rest of the community ranks between 8 and 9.) Unsurprisingly, my community ranks between 8 and 9 for people of color and for homes in which English is not the primary language. Frighteningly, the 20-block square area around my home ranks at 9 out of 10 for death from cardiovascular disease.

And yet the two biggest sources of pollution in my overburdened community are off-limits to regulation in that, according to releases from the earlier grant process, ultrafine particles (from overflying aircraft), and on-road vehicles are examples of "ineligible projects." But those are exactly the most offending issues for my neighborhood of Briarcrest, eligible community number 8:

1. We are in the southbound arrivals flight paths for SeaTac Airport and Boeing Field Airport, and both the arrivals and departures flight paths for Paine Field Airport, with flights as often as two per minute and as low as 2500 feet. We are also frequently overflown by general aviation small planes headquartered at Kenmore Air with altitudes as low as 1000 feet and by air ambulance and sheriff helicopters at even lower altitudes.
2. My neighborhood is bordered by SR 523 and 15th Avenue NE with SR 522 and I-5 just a short distance away. While all four roadways are heavily traveled by commercial freight trucks, buses, utility vehicles and commuter traffic, the nearest (SR 523, just two blocks from my home) has all day high frequency local transit with an average of over 30,000 vehicle trips per day including annual freight movement of over 2,630,000 tons annually. These numbers will only go up as the city of Shoreline widens and improves SR 523 and two nearby light rail stations become operational.
3. All of this occurs in a setting of regular weather inversions which trap close to the ground (and close to the people who live here) the air pollution caused by all the above.

So if the issues that burden Briarcrest the most are not eligible, what is? If the goals of this process are to "reduce air pollution and protect public health" why are there limits on considering and regulating the largest polluters? By not considering and regulating the largest polluters, how will this process help my and other overburdened communities? The answer is: it won't.

To add insult to injury, Ecology has refused to install an air monitor in my overburdened community. Instead, data for Briarcrest comes from the monitor installed in Lake Forest Park, three miles away near the shore of Lake Washington. As one state legislator has said, this is "a classic example of environmental injustice / racism: the monitoring station for air pollution for the overburdened communities, which include some of the lowest income census tracts in Seattle, is in one of the wealthiest communities in the region." Further, the legislator noted that Ecology did not meet with impacted groups to discuss air monitoring location improvements in overburdened communities, despite assuring legislators this would happen. Refusing to place air monitors in the

overburdened communities themselves results in significant factual gaps in Ecology's presentation and criteria for this process. It also leads to valid doubts about Ecology's sincerity in regard to solving air pollution in the state's overburdened communities.

As things stand, this process, with its illogical limits on targeted polluters and its refusal to accurately measure pollution in the very communities it claims it will protect, will do nothing more than leave overburdened communities with empty promises and no better off than they were before.