

Thank you for extending the time on the SAMP so that all the appropriate elements can be included, including a revised Demand Forecast.

The SAMP Demand Forecast shows an increase in both aircraft operations and passengers in both 2027 and 2032, but does not show the increases since 2012 with the addition of the 3rd runway in 2013. Showing these overall increases and comparisons would show that you are serious about getting a fair evaluation from the NEPA and SEPA reviews.

The FAA only considers the emissions for a few miles during take off, which is very misleading. Instead, you can calculate greenhouse gases based on the amount of fuel pumped, which would give a more accurate picture of the airport's impact on the local and global communities. Once in the upper atmosphere, the gases and pollution circle the world – like smoke from Mt St Helens, smoke in the summer from fires burning in WA and nearby states.

Rather than always projecting increases in flights, you could consider holding the number of flights steady or even reducing them until less polluting modes of transportation can be developed and implemented. Some examples where people are saying no to increases include cities like Mexico City at the Mexico City International Airport (just this month on Feb. 11) and Boris Yeltsin at London City Airport. Common tourist attractions are saying no to increases in the number of people visiting, such as European tourist attractions. Even US National parks are limiting the number of people who can enter. I recall one recent article asking sometime like “What if seeing the world is causing its destruction.”

Challenge yourselves and staff to look at transportation in different ways. Alternative transportation is being developed and built in other countries and even in the US in the midwest, including high speed trains and hyperloops. For example: the facilities you have here at the airport have the infrastructure to move large numbers of people with trains. During one downturn in aviation, even Boeing engineers starting looking at hyperloop trains. Another possibility is to use more electronic communication, even for business meetings. Again, the airport facilities could be used for connecting people from around the world without having to fly.

To get a broader view of possible changes, watch or read *The Ascent of Man* by Jacob Bronowski. It describes the changes technology has made over time. Industries come and go as they are replaced by newer technologies. And for airline industry, Environmental Justice is one of the main reasons to stop the increase.

One last recommendation for the SAMP: bring in a third party overview, such as a state agency, and not a company with previous ties to and paid by the Port.