

From: [sarah shifley](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Public Comment for August 11, 2020 Port of Seattle Meeting
Date: Tuesday, August 11, 2020 6:36:55 AM

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Dear Port Commissioners,

The substantial, sustained drop in Sea-Tac use -- as shown in the Q2 2020 Financial Performance Briefing -- presents you with an unprecedented opportunity to evaluate and change the course of Sea-Tac operations. The Port should seize this opportunity, starting by taking steps to fully understand two things: Sea-Tac's role in our current climate crisis, and the ongoing environmental injustices its operations engenders. Then, you should *actually* do something about both.

Based on [King County's most recent greenhouse gas emissions inventory](#), emissions from Sea-Tac (and King County International Airport to a lesser extent) based on fuel pumped make up about a quarter of the County's emissions. And that's before considering that [aviation emissions have a 2 to 4 times greater warming impact](#) than on-the-ground emissions. **You are enabling these emissions. They are your responsibility. To act as though you have done your job environmentally by looking only at on-the-ground operations is negligent. To not address the full emissions that you enable -- or to even acknowledge that they exist -- is irresponsible and immoral.**

And on top of that, we know that air and noise pollution from Sea-Tac operations is concentrated on low-income communities and communities of color, causing various life-threatening health conditions, pre-term births, and lower learning outcomes. **This concentration of pollution is a result of your inaction, and it is fully your responsibility to address it.**

Instead of building new bathrooms at Sea-Tac or patting yourselves on the back for purchasing natural gas, here's what the Port *should* be doing in this moment:

1. Completing a thorough greenhouse gas emission inventory of airport operations, including all emissions from *fuel pumped* and factoring in radiative forcing.
2. Completing an analysis of the disparate impact Sea-Tac traffic air and noise pollution has on marginalized communities and communities of color.

Finally, I understand there are concerns about revenue and cost-burdens on locally-owned small businesses. But the Port has the authority to restructure usage fees if revenue is of utmost concern and to structure costs such that they don't create further inequity for locally-owned small businesses. This should not be an excuse.

Thank you,

Sarah Shifley