

From: [Sharla Dodd](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] [Possible Scam Fraud]Public comment RE: Port Meeting and Budget and Tax Levy Public Hearing
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Hello,

My name is Sharla Dodd and I am a resident of Seattle who has grown increasingly concerned about climate change and it's imminent impact on our lives as citizens of the world, especially since I believe that the onus is on us in developed nations to limit our future contributions to climate change as the developing world is disproportionately bearing the brunt of the fallout from our continued excesses.

Firstly, I want to ensure that the Port completes its Sustainable Airport Master Plan (SAMP) with a large enough budget to include a full environmental review that takes into account the total climate impact of all fuel uploaded at SEATAC. For example, the review must understand that: total aviation-caused climate heating is 3 times that of CO2 alone, alternative methods of powering aircraft are either decades away or unfeasible and thus cannot be cited as mitigating factors while calculating climate impact, and electric planes are also still years from being realized and possibly multiple decades out from having any positive impact on declining overall aviation emissions. In short, there are no technological advances that can help us decrease aviation emissions in the near and not so near future, a fact that cannot be overlooked when completing the SAMP. I also believe that we must consider the local impacts in the environmental review. Immediate environmental impacts around SEATAC fall disproportionately on people of color and those with low income, due to the higher proportion of people of color and low-income residents who live nearby. Some alarming research has recently come out linking increased noise pollution to increased cardiovascular disease and dementia, as well as diminished learning in children.

I would also like to advocate for a change to RCW53 to specify that one purpose of the Port is to protect environmental resources and climate, rather than accommodating all growth at the expense of all else. And while I am aware that the Port supports a gas tax increase, this should apply to both highway vehicles and aviation fuel at the same rate. Likewise the Port's support for sustainable airplane fuel, while being a step in the right direction, falls short as SAF can provide at best a minor percentage of the fuel needed at even present rates of flying. The only way we can reduce our state's reliance on fossil fuels and hope to eliminate greenhouse gas emissions is to reduce aviation, which should be a goal of ours as Washingtonians and thus an explicitly stated goal of the Port of Seattle as well. The best way to support state actions that promote climate change resilience is to reduce climate change in the first place.

Thank you for your time,

Sharla Dodd

