

From: [sarah shifley](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Comments for 12/8/20 Port Commissioner Meeting
Date: Saturday, December 5, 2020 7:25:55 PM

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Please confirm that these comments were received and will be distributed to the Commissioners.

Also, if you give an oral summary of this comment during the meeting, please state: "Sarah reminds the commissioners that degrowth is the only way for the Port to meaningfully reduce aviation emissions and urges the Port to amend its federal legislative agenda to focus on aviation degrowth rather than expansion. She also points out that the Port's stated support for "comprehensive solutions to address the climate crisis" is in direct conflict with increasing aviation activity at Sea-Tac. and that biofuels do not reduce emissions from fuel burned."

Thank you!
Sarah

My name is Sarah Shifley. I am a Seattle resident and volunteer with the 350 Seattle Aviation Team. I offer these comments on the Port's proposed 2021 federal legislative agenda (meeting agenda item 11a).

Executive Director Metruck's memo states that you support "Comprehensive Solutions to Address the Climate Crisis." This makes sense. In a recent press release, Commissioner Felleman reminded us that we're in an "urgent time for the climate and our community's health." Indeed, we now have just [nine years to cut our emissions in half to avoid even more catastrophic impacts of climate change](#).

One of the Port's largest, if not the largest, contributions to the climate crisis is emissions from aviation fuel burned. Additionally, it is now undisputed that [aviation emissions warm the climate at approximately three times the rate](#) of that associated with aviation CO2 emissions alone (a fact which the Port continually fails to acknowledge).

Any comprehensive solution to the climate crisis must include drastically reducing emissions from fuel burned, and the only way to do that is to drastically reduce aviation activity. This is directly contrary to what the Port is *actually* pushing for: a doubling of flights in and out of Sea-Tac in the near term. In other words, while you are playing lip service to addressing the climate crisis, your actions are only elevating it.

It also must be noted the biofuels will do nothing to stave off this elevation of crisis from your actions. Biofuels do *nothing* to reduce emissions from fuel burned, and any emissions reductions achieved by their deployment would be quickly outweighed by increased emissions from increased flights.

I urge the Port to pursue federal-level legislative and regulatory changes that will facilitate a meaningful reduction in air travel. This is, afterall, the only way to address aviation's contribution to the climate crisis.