

**From:** [sarah shifley](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Comment for 1/12/21 Meeting  
**Date:** Monday, January 11, 2021 4:53:12 AM

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Dear Port Commission Staff,

Below is a written comment for the [Port Commissioners' regular meeting on Tuesday, January 12, 2021](#). The comment addresses agenda item 11b. Could you please confirm receipt of this comment, and that the comment will be circulated to, and read by, all Port Commissioners prior to discussion of agenda item 11b?

Also, when summarizing this comment during the meeting, please do so as follows:  
"Commenting on agenda item 11b, Ms. Shifley reminds you that almost all emissions from Sea-Tac are caused by fuel burned by airplanes, not facilities operations. Therefore, from a climate perspective, efforts to reduce emissions from facilities operations are close to meaningless unless the Port also takes steps to stop or reverse growth at Sea-Tac."

Thanks!  
Sarah

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Dear Port of Seattle Commissioners --

I am writing to comment on agenda item 11b, "2020 Northwest Ports Clean Air Strategy and Port of Seattle's Climate and Air Action Plan."

While I support your vision of eliminating greenhouse gas (GHG) emissions by 2050, this vision must encompass more than just emissions generated by Port facilities themselves to have any meaningful impact. As you are well aware, almost all of the GHG emissions from Sea-Tac come not from facilities, but from fuel burned by planes traveling in and out of the airport. If you continue with plans to enable a tripling of Sea-Tac traffic in that same time period, any reductions achieved in facilities operations will be outweighed many times over by the GHG emissions and non-CO2 warming effects caused by the planes themselves.

Unless you start working toward degrowth in aviation traffic, you are causing vastly more harm than any good that may come from lower-emission airport operations. We need you to take strong actions to dramatically reduce aviation activity and emissions consistent with regional climate goals -- the climate cannot wait.

Sincerely,

Sarah Shifley