

[EXTERNAL] 6-27-23 Public Comment from STACC4Justice re Item 10c SAMP EA Funding & Request for TEAMS Instruction

Maria Batayola <mbjumpstart@msn.com>

Mon 6/26/2023 3:09 PM

To:Cho.Sam@portseattle.org <Cho.Sam@portseattle.org>;Hasegawa, Toshiko <Hasegawa.T@portseattle.org>;Felleman, Fred <Felleman.F@portseattle.org>;Mohamed, Hamdi <Mohamed.H@portseattle.org>;Calkins, Ryan <Calkins.R@portseattle.org>;Pritchard, Aaron <Pritchard.A@portseattle.org>;Commission-Public-Records <commission-public-records@portseattle.org>
Cc:Beacon Hill Council (Group Email) <bhc-directors@googlegroups.com>;BHC-EJtaskforce <bh-ejtaskforce@googlegroups.com>;Estela Ortega (El Centro) <eortega@elcentrodelaraza.org>;Velma Veloria <rosete80@gmail.com>;ECO8CB@gmail.com <eco8cb@gmail.com>;Christian Poulsen <christian@drcc.org>;Sheila Brush <shebrush@gmail.com>;steveedmistonQ45@gmail.com <SteveedmistonQ45@gmail.com>;Brandon Bowersox-Johnson <brandonbowersox@gmail.com>;laura gibbons <lgibbons51@yahoo.com>

 1 attachments (166 KB)

23 BHC ECDLR KCIACC QSPS 350 Port Commission 6-26 Letter.pdf;

WARNING: External email. Links or attachments may be unsafe.

*Hon. Commissioners and Mr. Pritchard,
Attached and below for your convenience is our public comment letter regarding SAMP EA funding request.
Respectfully,
Maria Batayola, STACC 4 Justice Steering Committee Chair, 206 293 2951*

*Dear Commission staff,
Kindly send me the TEAMS instruction and Link to testify at noon tomorrow June 27. Thank you in advance.
Respectfully,
Maria Batayola*

June 26, 2024
Submitted

E-

Port of Seattle Commission (PSC) President Sam Cho
PSC Vice President Toshiko Hasegawa
PSC Secretary Fred Felleman
PSC Commissioner Hamdi Mohamed
PSC Commissioner Ryan Calkins

Re: June 27, 2023 Public Comment: Request to Authorize and Fund SAMP EIS for Both Near Term and Long Term Projects

Honorable Pres. Cho, VP Hasegawa, Sec. Felleman, Cmsr. Mohamed and Cmsr. Calkins,

Thank you for the opportunity to submit this public comment letter for the June 27, 2023 PSC meeting.

We are commenting on the agenda item that requests budget approval for an environmental assessment for SAMP near term projects.

We respectfully request that the Commission approve a SAMP EIS for both near term and long-term projects and fund it accordingly to ensure a cumulative impact analysis is conducted that can articulate the environmental, health and climate injustice harms to airport impacted communities near the airport and under the flight paths from all air, noise, and climate GHG pollution produced by and facilitated by Port facilities and operations. We have been articulating our concerns to individual PSCs, and wrote to you on January 17, 2022 that led to the March 15, 2023, Port of Seattle South Seattle Roundtable convening, as sponsored by VP Hasegawa, where we articulated this very same request.

Currently SeaTac flights are increasing back to pre-COVID days of 450,000 flight operations impacting 419,761 residents living near the airport and under flight paths. The population includes 64% people of color/mixed race, 29% immigrants and refugees, 22% children/youth, and 12% elders. The near airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila. Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish, White Center, and Chinatown International District. The proposed SAMP accommodation of aviation flights increase will exponentially increase and accelerate harm to our communities, particularly BIPOC and vulnerable communities ^[i]

We are deeply concerned about the environmental, health, climate and equity impacts of aircraft air and noise pollution as follows:

Environmental: Flight take-offs and landings produce air pollution that includes Particulate Matter 2.5, noxious chemicals, and ultrafine particles that settle over our communities. We breathe in this air. Aircrafts also produce noise pollution above 65 decibels, well above the World Health Organization guideline of 55 decibels of environmental noise during the day and 45 decibels at night. Beacon Hill and several other impacted communities are not eligible for noise mitigation. There is no mitigation for air pollution, and ultrafine particles are not regulated.

Health ^[ii]: The 2020 King County Public Health report, "Community Health and Airport Operations Related Noise and Air Pollution," ^[iii] profiled the health of airport-impacted communities within one mile, 1-5 miles, and 5-10 miles of SeaTac Airport. Table 16 on page 22 shows the following health outcomes:

- Noise and air pollution **cause** cardiovascular problems.
- Air pollutants **cause** respiratory issues, cancer, and central nervous system problems
- Air pollutants **likely cause** low birth weight.

Other studies show that ultrafine particles can lead to decreased lung function and impair cognitive abilities in children. ^[iv]

Climate: We have only 8 years to prevent irreversible climate temperature change. Aviation emissions will account for 25% of the global carbon budget by 2050 ^[v]. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated 5,804,000 tonnes of CO₂, or close to a quarter of King County's

emissions^[vi]. Also, the non-CO₂ impacts of aviation emissions cause them to have three times the climate warming impact as on-the-ground emissions^[vii].

Equity: COVID-19 showed us that vulnerable communities (such as people of color, immigrants and refugees, and low-income people) experience faster and harder impacts. The 419,716 airport impacted residents include 64% people of color and 29% immigrants and refugees. Beacon Hill has 40,601 residents with 73% people of color and 40% immigrants and refugees. These are vulnerable communities.^{[viii][ix]}

Historic Properties: Chinatown International District is a landmarked historic district and north Beacon Hill has 47 sites that meet landmarking criteria. Aircraft air and noise pollution contribute to the degradation of these historic properties.^{[x][xi][xii]}

We share the same care for our communities, the planet, and our joint futures. Our communities' environment, health, and climate conditions are not expendable. We are available for further dialogue and look forward to a positive response.

Respectfully,

Beacon Hill Council Chair Maria Batayola

El Centro De La Raza ED Estela Ortega

King County International Airport Community Coalition Chair former Rep. Velma Veloria

Quiet Skies Puget Sound Chair Sheila Brush

350 Seattle Aviation Team Co-Chairs Brandon Bowersox-Johnson & Dr. Laura Gibbons

c: POC Chief of Staff Aaron Pritchard

[i] SeaTac Airport Impacted Communities 2020 Census Data.pdf <https://1drv.ms/p/s!AsxiHr7uaVr-syCOIH4Uieyrr7BB?e=XlctEM>

[ii] Beacon Hill/Georgetown/South Park 98108 zip code residents Duwamish Valley Cumulative Health Impact Analysis Poster <http://justhealthaction.org/wp-content/uploads/2013/11/JHA-Gould-Cumulative-Impacts-APHA-Nov-2013.pdf> and full report <http://justhealthaction.org/wp-content/uploads/2013/03/Duwamish-Valley-Cumulative-Health-Impacts-Analysis-Seattle-WA.pdf>

[iii] Community Health and Airport Operations Related to Noise and Air Pollution December 1, 2020. https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf

[iv] <https://ehp.niehs.nih.gov/doi/full/10.1289/EHP5732>

[v] https://theicct.org/sites/default/files/publications/ICCT_CO2-commercl-aviation-2018_20190918.pdf

[vi] <https://your.kingcounty.gov/dnpr/climate/documents/201907-KingCounty-GHG-Emissions-Analysis.pdf>

[vii] <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7468346/>

[viii] Community Health and Airport Operations Related to Noise and Air Pollution December 1, 2020. See pages 5 and 6 https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf

[ix] SeaTac Airport Impacted Communities 2020 Census Data.pdf <https://1drv.ms/p/s!AsxiHr7uaVr-syCOIH4Uieyrr7BB?e=XlctEM>

[x] Seattle Chinatown US National Historic Designation <https://www.nps.gov/places/seattle-chinatown-historic-district.htm#:~:text=The%20Seattle%20Chinatown%20Historic%20District%20is%20listed%20in,referred%20to%20as%20the%20Seattle%20Chinatown%20International%20District.>

[xi] Seattle North Beacon Hill Historic Context Statement <https://www.seattle.gov/documents/Departments/Neighborhoods/HistoricPreservation/HistoricResourcesSurvey/context-beacon-hill.pdf>

[xii] Beacon Hill Historic Properties Documentation that identified in the historic survey 47 sites that were determined to meet the definition of historic landmarking by Seattle Dept. of Neighborhoods Historic Preservation Program. https://1drv.ms/u/s!AsxiHr7uaVr-pDU3a8EPBH_oA33I?e=ZwhkYY



June 26, 2024

E-Submitted

Port of Seattle Commission (PSC) President Sam Cho
PSC Vice President Toshiko Hasegawa
PSC Secretary Fred Felleman
PSC Commissioner Hamdi Mohamed
PSC Commissioner Ryan Calkins

Re: June 27, 2023 Public Comment: Request to Authorize and Fund SAMP EIS for Both Near Term and Long Term Projects

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We respectfully request that the Commission approve a SAMP EIS for both near term and long-term projects and fund it accordingly to ensure a cumulative impact analysis is conducted that can articulate the environmental, health and climate injustice harms to airport impacted communities near the airport and under the flight paths from all air, noise, and climate GHG pollution produced by and facilitated by Port facilities and operations. We have been articulating our concerns to individual PSCs, and wrote to you on January 17, 2022 that led to the March 15, 2023, Port of Seattle South Seattle Roundtable convening, as sponsored by VP Hasegawa, where we articulated this very same request.

Currently SeaTac flights are increasing back to pre-COVID days of 450,000 flight operations impacting 419,761 residents living near the airport and under flight paths. The population includes 64% people of color/mixed race, 29% immigrants and refugees, 22% children/youth, and 12% elders. The near airport communities include Burien, Des Moines, Federal Way, Normandy Park, Renton, SeaTac, and Tukwila. Communities that are not near the airport but are under the flight paths include Beacon Hill, Georgetown, Duwamish, White Center, and Chinatown International District. The proposed SAMP accommodation of aviation flights increase will exponentially increase and accelerate harm to our communities, particularly BIPOC and vulnerable communitiesⁱ

We are deeply concerned about the environmental, health, climate and equity impacts of aircraft air and noise pollution as follows:

Environmental: Flight take-offs and landings produce air pollution that includes Particulate Matter 2.5, noxious chemicals, and ultrafine particles that settle over our communities. We breathe in this air. Aircrafts also produce noise pollution above 65 decibels, well above the World Health Organization guideline of 55 decibels of environmental noise during the day and 45

decibels at night. Beacon Hill and several other impacted communities are not eligible for noise mitigation. There is no mitigation for air pollution, and ultrafine particles are not regulated.

Healthⁱⁱ: The 2020 King County Public Health report, “Community Health and Airport Operations Related Noise and Air Pollution,”ⁱⁱⁱ profiled the health of airport-impacted communities within one mile, 1-5 miles, and 5-10 miles of SeaTac Airport. Table 16 on page 22 shows the following health outcomes:

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Other studies show that ultrafine particles can lead to decreased lung function and impair cognitive abilities in children.^{iv}

Climate: We have only 8 years to prevent irreversible climate temperature change. Aviation emissions will account for 25% of the global carbon budget by 2050^v. In 2017, tailpipe emissions from aviation fuel pumped at SeaTac Airport contributed an estimated 5,804,000 tonnes of CO₂, or close to a quarter of King County’s emissions^{vi}. Also, the non-CO₂ impacts of aviation emissions cause them to have three times the climate warming impact as on-the-ground emissions^{vii}.

Equity: COVID-19 showed us that vulnerable communities (such as people of color, immigrants and refugees, and low-income people) experience faster and harder impacts. The 419,716 airport impacted residents include 64% people of color and 29% immigrants and refugees. Beacon Hill has 40,601 residents with 73% people of color and 40% immigrants and refugees. These are vulnerable communities.^{viii ix}

Historic Properties: Chinatown International District is a landmarked historic district and north Beacon Hill has 47 sites that meet landmarking criteria. Aircraft air and noise pollution contribute to the degradation of these historic properties.^{x xi xii}

We share the same care for our communities, the planet, and our joint futures. Our communities’ environment, health, and climate conditions are not expendable. We are available for further dialogue and look forward to a positive response.

Respectfully,
Beacon Hill Council Chair Maria Batayola
El Centro De La Raza ED Estela Ortega
King County International Airport Community Coalition Chair former Rep. Velma Veloria
Quiet Skies Puget Sound Chair Sheila Brush
350 Seattle Aviation Team Co-Chairs Brandon Bowersox-Johnson & Dr. Laura Gibbons

c: POC Chief of Staff Aaron Pritchard

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- ⁱ SeaTac Airport Impacted Communities 2020 Census Data.pdf <https://1drv.ms/p/s!AsxiHr7uaVr-syCOIH4Uieyrr7BB?e=XlctEM>
- ⁱⁱ Beacon Hill/Georgetown/South Park 98108 zip code residents Duwamish Valley Cumulative Health Impact Analysis Poster <http://justthehaction.org/wp-content/uploads/2013/11/JHA-Gould-Cumulative-Impacts-APHA-Nov-2013.pdf> and full report <http://justthehaction.org/wp-content/uploads/2013/03/Duwamish-Valley-Cumulative-Health-Impacts-Analysis-Seattle-WA.pdf>
- ⁱⁱⁱ Community Health and Airport Operations Related to Noise and Air Pollution December 1, 2020. https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf
- ^{iv} <https://ehp.niehs.nih.gov/doi/full/10.1289/EHP5732>
- ^v https://theicct.org/sites/default/files/publications/ICCT_CO2-commercl-aviation-2018_20190918.pdf
- ^{vi} <https://your.kingcounty.gov/dnrp/climate/documents/201907-KingCounty-GHG-Emissions-Analysis.pdf>
- ^{vii} <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7468346/>
- ^{viii} Community Health and Airport Operations Related to Noise and Air Pollution December 1, 2020. See pages 5 and 6 https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf
- ^{ix} SeaTac Airport Impacted Communities 2020 Census Data.pdf <https://1drv.ms/p/s!AsxiHr7uaVr-syCOIH4Uieyrr7BB?e=XlctEM>
- ^x Seattle Chinatown US National Historic Designation <https://www.nps.gov/places/seattle-chinatown-historic-district.htm#:~:text=The%20Seattle%20Chinatown%20Historic%20District%20is%20listed%20in,referred%20to%20as%20the%20Seattle%20Chinatown%20International%20District.>
- ^{xi} Seattle North Beacon Hill Historic Context Statement <https://www.seattle.gov/documents/Departments/Neighborhoods/HistoricPreservation/HistoricResourcesSurvey/context-beacon-hill.pdf>
- ^{xii} Beacon Hill Historic Properties Documentation that identified in the historic survey 47 sites that were determined to meet the definition of historic landmarking by Seattle Dept. of Neighborhoods Historic Preservation Program. https://1drv.ms/u/s!AsxiHr7uaVr-pDU3a8EPBH_oA33I?e=ZwhkYY

[EXTERNAL] Written testimony for Tuesday's Port Commissioners meeting

laura gibbons <lgibbons51@yahoo.com>

Sun 6/25/2023 10:08 AM

To:Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Hi Michelle or whoever is currently doing this,

This is for written-only testimony for Tuesday's port meeting.

Thanks!

Commissioners,

Item 10c, additional funding for the NEPA and SEPA studies, should be unnecessary. There are plenty of studies showing that aviation is an ever-increasing cause of global warming and that aircraft emissions and noise are harmful. So you should already know that you should not expand SEATAC.

Aviation currently accounts for 24 % of carbon dioxide emissions in Seattle, 8% state-wide. Remembering that the total warming caused by aircraft is three times that of the carbon emissions, you can see that flying is a major contributor to heating our planet. Yes, you have plans to use alternative fuels and technology, but they would not result in any decreases if aviation keeps expanding.

Since you appear to have an extra \$2,350,000, I suggest you use it for additional mitigation for communities impacted by SEATAC emissions and noise.

Sincerely,

Laura Gibbons

350 Seattle Aviation Team co-lead

[EXTERNAL] Please charge & trespass Tsimerman

Joe A. Kunzler <growlernoise@gmail.com>

Sun 6/18/2023 2:11 PM

To:Commission-Public-Records <commission-public-records@portseattle.org>;Pritchard, Aaron <Pritchard.A@portseattle.org>;Hasegawa, Toshiko <Hasegawa.T@portseattle.org>;commission-publicrecords@portseattle.org <commission-publicrecords@portseattle.org>

Cc:Ann.Davison@seattle.gov <Ann.Davison@seattle.gov>

📎 1 attachments (69 KB)

Sound Tranist 2023 public comment rules.pdf;

WARNING: External email. Links or attachments may be unsafe.

18 June 2023

Dear Port of Seattle and Seattle City Attorney;

Although I cover the world's best airport - SEA Airport for work, I am writing to you 100% in my personal capacity as an aviation fan and hopefully anti-racist patriot. I just watched the 13 June 2023 Port of Seattle meeting and was appalled to see racist Avrum (Alex) Tsimerman hurl hate at multiple BIPOC Commissioners & members of the public.

Tsimerman's conduct arguably falls under RCW 9A.84.030:

- (1) A person is guilty of disorderly conduct if the person:
 - (a) Uses abusive language and thereby intentionally creates a risk of assault;
 - (b) Intentionally disrupts any lawful assembly or meeting of persons without lawful authority;

As the staff and I believe at least one Commissioner can ascertain to you, I am a white (mediocre) male who happens to be a big fan of the Seattle Seahawks. Tsimerman's hateful abuse must be stopped. Especially the racist & sexist, "Don't be too smart" and "black baby" among other lies, racist insults, and slander.

I understand the PSRC will finally be taking defensive action against Alex Tsimerman's continued misconduct Thursday at both [the Ops Committee \(5a\)](#) and Executive Board. I encourage the Port of Seattle to copy those actions or the Sound Transit Board Rules. In any event, this misbehavior is habitual and malicious.

Your Interim Chair did quite well, considering. Certainly better than Sound Transit Board Chairs (all white right now).

But to close the loop, Tsimerman needs to be excluded from the Port of Seattle for the safety and inclusion of all. Tsimerman will NEVER be quoted in my aviation stories and it's bad enough I have to spend some of my open gov't advocacy on him. Please exclude/expel Avrum (Alex) Tsimerman.

Strategically;

Joe A. Kunzler
growlernoise@gmail.com

P.S. In other news, happy to hear you are working well with TNCs. Sometimes I **DO** need a Lyft for planespotting at your airport.

Board and committee meeting public comment rules

Below are the Sound Transit Board of Directors' rules on public comment, applicable to all who wish to provide comment to the Board or one of its committees during a meeting.

These public comment rules have been somewhat simplified for ease of reading, however the officially adopted rules for public comment, along with all other rules for the Board of Directors [can be found here, in Resolution No. R2023-01](#).

Sound Transit public comment rules

- Board, committee, and subcommittee actions and deliberations are conducted openly and in compliance with the Open Public Meetings Act
- Public comment at Board meetings is limited to business items or reports to the Board on the Board agenda. Public comment at committee meetings is limited to matters within the purview of the specific committee or items on the committee's agenda. At special meetings, public comment is only taken on agenda items for final action.
- The public comment period is an opportunity for members of the public to address the Board or committee and not a dialogue between the Board or committee and the public.
- If you wish to comment, you must add your name and the item you wish to speak about to the public comment sign-in sheet before the meeting begins. Instructions for how to do that are found on [the meeting's calendar page](#).
- The Board or committee chair determines the amount of time each individual has to provide public comment and may set an overall amount of time for public comment. To ensure equal opportunity for the public to comment, the Board or committee chair may limit the number of people speaking for or against an item.
- Individuals providing public comment must not engage in speech or conduct that disrupts, disturbs or otherwise impedes the orderly conduct of any meeting. Individuals must obey the following:
 - Comments must be related to agenda items or matters allowed for public comment described above.
 - Comments must be made to the Board as a whole and not to any individual member except in that member's role as a Boardmember.
 - Comments must be completed within the allowed time.
 - An individual's comment period may not be used for purposeful delay, including remaining silent or engaging in other activity without stating a clear message.
 - Comments for the purpose of assisting a campaign for election of any person to any office or for the promotion of or opposition to any ballot proposition are not allowed.
 - Commenters must not engage in abusive or harassing behavior including derogatory remarks, profanity or personal attacks, or the use of obscene language and gestures, assaults or threatening behavior, sexual misconduct or sexual harassment.
- An individual who fails to comply with these rules for public comment may be called out of order by the Board or committee chair, and the chair may direct the speaker's microphone be turned off to end the individual's comment period. The Board or committee chair may also direct security personnel to assist that individual to the individual's seat.
- Meeting disruptions by non-speakers are prohibited. Disruptions include, but are not limited to:
 - Outbursts from members of the public who are not giving public comment.
 - Standing in the center aisle or front row of the audience, unless speaking as recognized by the Board or committee chair or waiting to speak during the public comment period.
 - Holding or placing a banner or sign in the meeting room in a way that endangers others or obstructs others' view of the meeting.
 - Behavior that intentionally disrupts, disturbs or otherwise impedes attendance or participation at a meeting.
 - Failure to follow the direction of a chair, vice chair or security personnel.
- If an individual is disrupting the meeting, the Board or committee chair may direct security officers to remove the individual from the meeting room.
- If an individual is in violation of the public comment or disrupts a meeting at two or more meetings within a 28-day period or two or more consecutive meetings of the Board or a committee, chair may not allow them to participate in public comment periods at future meetings.

- The Board chair, or committee chair in consultation with the Board chair, determines the length of the exclusion from public comment based on the seriousness of the disruption, the number of disruptions and the individual's prior record of conduct at meetings:
 - After an individual's first violation or disruption, the length of the exclusion will not exceed 90 days.
 - After an individual's second violation or disruption within a six-month timeframe, the length of the exclusion will not exceed 180 days.
 - After an individual's third violation or disruption within an eighteen-month timeframe, the length of the exclusion will not exceed one year.
- The Board administrator will notify an individual in writing of the specific reasons and length that they cannot comment by mailing the notice to the individual's last known address, if any. The Board administrator will post the notice outside the meeting location and on Sound Transit's website and will send a copy of the notice to Board members. The notice is effective when posted. The notice remains posted for the duration of the that period.
- The Board or committee chair's decision to exclude an individual from public comment may be overruled by a majority vote of those Board members in attendance either at the meeting where the exclusion was announced or at the next regularly scheduled Board meeting following the exclusion.

[EXTERNAL] Comment for the June 27, 2023 Port of Seattle Commission meeting re Item 10c, the funding request for the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) environmental review

Rosemary Moore <rosemarymoore100@hotmail.com>

Mon 6/26/2023 3:10 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

WARNING: External email. Links or attachments may be unsafe.

Commissioners,

I would like to comment on **Item 10c** for your June 27, 2023 Port of Seattle Commission meeting, i.e. the update and funding request of \$2,350,000 for the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) environmental review.

I am shocked at the requested amount of an **additional** \$2,350,000 funding for NEPA and SEPA studies, making a total in excess of \$8million, given that there are already plenty of studies showing that aviation is an ever-increasing cause of global warming **and** that aircraft emissions and noise are harmful. Quite frankly, these studies should be unnecessary.

Given the recent IPCC reports and aviation's contribution to global warming, there is plenty of existing scientific evidence to demonstrate that we should not be expanding SEATAC, Paine Field or building another airport.

Aviation currently accounts for a significant proportion of the state's greenhouse gas emissions. We should be reducing flights. The effects of alternative fuels and technology are still speculative. **Even if they are fully effective they will not result in any decrease in emissions if aviation keeps expanding.**

This money should go towards funding alternative cleaner forms of transport, such as long-haul electric rail **or** for additional mitigation for communities impacted by SEATAC emissions and noise.

Thank you for considering this comment.

Sincerely,

Rosemary Moore
6230 East Mercer Way
Mercer Island
WA 98040
Cell: (1) 206 251 7009

Re: [EXTERNAL] public comment at Regular Meeting on June 27

Peggy J. Printz <peggyjprintz@gmail.com>

Tue 6/27/2023 4:32 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

Thank you. Here is the comment I intended to give:

I'm Peggy Printz, commenting on Agenda Item 10c, additional funding for the Sustainable Airport Master Plan Environmental Review. I'm wondering how you expect Sea-Tac or any airport ever to become "sustainable." "Sustainable airport," that's an oxymoron. So-called "sustainable" aviation fuel remains a far-off goal and will probably never be produced at scale. Its components would compete with agriculture or, when they involve recycled plastic, would be toxic to manufacture.

At best, SAF only reduce a small portion of aviation's climate harms.

If people must travel, why not encourage them to take the train? You could start by diverting your substantial sums towards building a high-speed rail network. That would be far closer to your "sustainable" goal.

Thank you.

On Jun 27, 2023, at 1:03 PM, Commission-Public-Records <commission-public-records@portseattle.org> wrote:

Hi Peggy,

Our apologies, you were not able to stay in the meeting and speak. If you would like to submit written comments, please feel free!

Otherwise, our next meeting will be July 11.

Best Regards,

Commission Public Records

From: Peggy J. Printz <peggyjprintz@gmail.com>

Sent: Tuesday, June 27, 2023 12:47 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

Subject: Re: [EXTERNAL] public comment at Regular Meeting on June 27

Sorry I'm leaving the meeting.

Peggy

On Jun 27, 2023, at 8:09 AM, Commission-Public-Records <commission-public-records@portseattle.org> wrote:

Thank you Peggy Printz,

Join us via your mobile or laptop device through Teams or call into the number provided below at 11:30 a.m. PST on Tuesday June 27, 2023 in order to be marked present and ready to speak.

Check-in will start promptly at 11:30 a.m.

A member of port staff will join the call to take a roll call of the names we have listed and go over the procedure. Please plan to call from a location with as little background noise as possible.

You should expect to be on the line for between 30-60 minutes as we dispose of preliminary business on the agenda and we hear from other public commenters. While it's not possible for us to predict how many people will comment on June 27, we expect individual comment time to be limited to two minutes and all rules of order and decorum will apply as usual.

If you have any questions please let us know. We appreciate your interest in participating in the Port of Seattle Commission meeting.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 225 631 389 720

Passcode: HuXVAU

[Download Teams](#) | [Join on the web](#)

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+1 425-660-9954,,971555174# United States, Seattle

(833) 209-2690,,971555174# United States (Toll-free)

Phone Conference ID: 971 555 174#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Best Regards,

Commission Public Records

From: Peggy J. Printz <peggyjprintz@gmail.com>

Sent: Monday, June 26, 2023 10:05 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

Subject: [EXTERNAL] public comment at Regular Meeting on June 27

WARNING: External email. Links or attachments may be unsafe.

Hello, I will deliver public comment on item 10c, the Sustainable Airport Master Plan funding request.

Sincerely,
Peggy Printz
(206) 713-5500