

From: [sarah shifley](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Comment for 2/23/21 Port of Seattle Commissioner Meeting
Date: Tuesday, February 23, 2021 7:06:38 AM

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Dear Port of Seattle Staff,

Please confirm receipt of this email and summarize my comment as follows:

You tout a commitment to equity. However, even a cursory consideration of who benefits and who is burdened by aviation activity reveals that equity actually demands a swift and substantial decrease in aviation activity. Airport-impacted communities -- who do not drive demand for aviation -- bear the burden of aviation pollution, which causes wide-ranging adverse health and learning impacts. Moreover, aviation activity is driving our region's contribution to the climate crisis, a crisis that hits vulnerable frontline communities hardest.

Dear Port of Seattle Commissioners,

I am writing to provide a comment on your Economic Recovery Study Session and urge you to think a little harder about equity and aviation activity. **Equity, in fact, demands a swift and dramatic decrease in aviation activity.**

If you truly cared about equity, you would not plan for a "recovery" in aviation, since there is nothing equitable about who flies and who pays the environmental consequences, both locally and globally. [The top 1% of the world population who fly most is responsible for 50% of all aviation emissions.](#) Meanwhile, [Sea-Tac impacted communities have lower household incomes, lower educational levels, poorer school performance, higher rates of unemployment, and are significantly more diverse than the region as a whole.](#) As you well know, these communities suffer a broad array of adverse health and learning consequences from aviation air and noise pollution, and do not drive demand for flights.

Your discussion of recovery is also short-sighted, ignoring the disastrous impacts of aviation emissions on our climate and the long-term costs those impacts will have. Now is *not* the time for a business-as-usual approach -- it is the time to chart a path toward swift and dramatic decreases in aviation emissions.

Thank you,

Sarah Shifley