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OAKLAND TERMINAL MODERNIZATION
AND
DEVELOPMENT PROJECT
PUBLIC MEETING

OAKLAND, CALIFORNIA
Tuesday, August 15, 2023
6:00 P.M.

David Disbrow
Certified Shorthand
Reporter
CSR No. 7768

JD COURT REPORTING
30343 Canwood Street
Suite 208-A
Agoura Hills, CA 91301

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*** M E E T I N G ***

OAK TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

HILTON OAKLAND AIRPORT HOTEL

OAKLAND, CALIFORNIA

TUESDAY 8.15.23

6:00 P.M.

PUBLIC MEETING FOR THE DRAFT ENVIROMENTAL IMPACT

REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT

TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

---oOo---

1 Tuesday, August 15th, 2023

2 6:00 P.M.

3 ---oOo---

4 MS. LIANG: Good evening everyone. Welcome
5 to the public meeting for the Draft Environmental
6 Impact Report for the Oakland International Airport
7 Terminal Modernization and Development Project.
8 Before we begin our presentation I'd like for
9 everyone to be aware of our Spanish and Chinese
10 interpretation services. I would like to now turn it
11 over to our interpretation services to provide that
12 information for you.

13 (Interpretation services explained
14 in Chinese and Spanish.)

15 MS. LIANG: I'd also like to take the time to
16 make everyone aware that we have a court reporter who
17 is making a transcript of this meeting. This meeting
18 is also being recorded and the oral comment portion
19 of this meeting. We will now begin our presentation.

20 Thank you again for participating in our
21 public meeting on the Draft Environmental Impact
22 Report for the Terminal Modernization and Development
23 Project Oakland International Airport. My name is
24 Colleen Liang, acting Director of Environmental
25 Programs and Planning. Presenting with me today is

1 Craig Simon Interim Director of Aviation and Dave Full
2 project manager at RS&H California. Our agenda for
3 the meeting is shown here on the screen. The first
4 topic of the agenda is introductions which we just
5 went over. Next we will present the proposed project
6 and summary of the environmental impacts. Following
7 the presentation we will open up the meeting to allow
8 the public opportunity to provide comments on the
9 Draft Environmental Impact Report or Draft EIR.

10 If you would like to provide a verbal
11 comment following the presentation please fill out a
12 speaker card available at the sign in table at the
13 front. We will provide you instructions later in the
14 presentation on how to provide written comments
15 during and after this meeting. I would now like to
16 turn it over to Craig Simon, Interim Aviation
17 Director who will provide an overview of the airport
18 as well as the proposed project. Craig.

19 MR. SIMON: Thank you, Colleen. OAK is the
20 main airport for the greater East Bay the most
21 populated area in the metropolitan San Francisco Bay
22 Area. They are the closest airport to most Bay Area
23 residents and employers. By roadway and regional
24 rail OAK enables excellent access to all of the
25 region's businesses, entertainment and tourism

1 venues. In addition to operating OAK the Port
2 oversees the Oakland seaport and 20 miles of East Bay
3 waterfront. Together with its business partners the
4 Port supports more than 98,000 jobs in the region
5 with more than \$130 billion in economic impact.

6 The airport includes South Field which
7 accommodates commercial passengers including cargo
8 activity and North Field which was the original
9 airport and now accommodates corporate and general
10 aviation purposes and other supporting facilities.
11 The airport is served by several passenger and cargo
12 airlines. In 2019 the airport accommodated
13 approximately 13.4 million passengers, about 640,000
14 tons of cargo, and about 242,000 total aircraft
15 operations. The airport currently has 29 aircraft
16 gates in two terminals located in South Field.

17 Terminal 1 was built in the 1960's and
18 the airport has not kept up with the needs of the
19 modern day passenger or current seismic standards.
20 It is time to update these facilities. Also, based
21 on market demand we anticipate approximately 24
22 million annual passengers will be passing through the
23 airport by 2038.

24 For the past five years the Port has
25 discussed the proposed project and the environmental

1 process with community stakeholders including the
2 Oakland Airport Noise Forum and Aviation Stakeholder
3 Advisory Committee. The Port is continuing the
4 discussion with today's presentation which will
5 provide you with background information about the
6 proposed project, results of the environmental review
7 process, and how you can submit comments.

8 The Port has developed a website for
9 posting information and updates about the Terminal
10 Modernization and Development Project as shown on the
11 screen. Thank you again for your participation today
12 and your interest in our efforts. Now I'd like to
13 introduce Dave Full RS&H who is the Port's
14 environmental planning consultant for the proposed
15 project. Dave will provide an overview of the
16 California Environmental Quality Act process and of
17 the proposed project.

18 MR. FULL: Thank you, Craig. The Port is
19 required to prepare environmental documentation in
20 compliance with the California Environmental Quality
21 Act or CEQA. The CEQA process is primarily designed
22 to identify and disclose to decision makers and the
23 public the environmental impacts of a project prior
24 to its consideration and approval. The CEQA process
25 is intended to four things: Number one, enhance

1 public participation in the review process; number
2 two, encourage informed decisions; number three,
3 promote coordination between Government agencies; and
4 number four, identify ways to minimize or avoid the
5 significant effects of a project.

6 It's important to note that the proposed
7 project also will be subject to approval by the
8 Federal Aviation Administration or the FAA. This
9 means that the proposed project will be subject to a
10 separate Federal environmental review process in
11 compliance with the National Environmental Policy Act
12 or NEPA. Thus the preparation of this EIR is in
13 compliance with CEQA but it does not satisfy the
14 requirement to prepare NEPA documentation. The CEQA
15 process is prescriptive in that the lead agency, in
16 this case the Port of Oakland, must follow the steps
17 as outlined on the screen and you can see where we
18 are in that process by the red letters.

19 Three separate documents are published as
20 part of the CEQA process. The first is the Notice of
21 Preparation which was published on May 7th, 2021.
22 The second is the publication of the Draft EIR which
23 occurred on July 17th, 2023. The third will be the
24 Final EIR. This document will include any revisions
25 to the Draft EIR that are necessary as well as the

1 response to all comments received during the 60-day
2 public comment period.

3 The Port has identified four project
4 objectives for the implementation of the proposed
5 project. Objective one, modernize existing terminal
6 facilities to optimize safety and security for
7 passengers and workers; objective two is to provide
8 for replacement and new terminal facilities that are
9 sized to efficiently accommodate the market-based
10 passenger demand at industry standard levels of
11 service and designed to improve the passenger
12 experience. The third objective is to modify and
13 replace existing non-terminal facilities at OAK to
14 accommodate the market-based demand; and objective
15 four is to provide adequate aircraft gates, aircraft
16 parking, and terminal facilities that are sized and
17 configured to accommodate the larger-sized aircraft
18 fleet that is forecast to operate at the airport.

19 As required under Section 15126(d) of the
20 CEQA guidelines the Draft EIR discussed a range of
21 reasonable alternatives to the proposed project that
22 would feasibly attain most of the basic project
23 objectives while avoiding or reducing significant
24 environmental effects. The alternatives were
25 screened using three factors. The first factor

1 considered reasonable alternatives within the context
2 of the Port's project objectives which I talked about
3 a few slides ago. Under factor two screening
4 alternatives were evaluated in terms of
5 constructability, cost, level of service, and
6 airfield operational functionality considerations.
7 Factor three screening evaluated alternatives based
8 on their potential effect on specific environmental
9 resources that are affected by the proposed project.
10 The alternatives were evaluated using all three
11 factors to determine if any alternative would be
12 considered feasible to implement. A total of eight
13 alternatives including the no project alternative
14 were evaluated against the screening factors. These
15 include on-airport environmental avoidance
16 alternatives, off-airport alternatives, as well as
17 on-airport terminal development areas which you can
18 see on the screen there.

19 The proposed project would occur in the
20 four areas highlighted in orange on this particular
21 slide. The largest area is associated with the new
22 terminal and related development. The three smaller
23 areas are associated with employee parking or public
24 parking. The proposed project would incorporate 37
25 different project components that are grouped into

1 six categories. The six categories which I will
2 describe in greater detail in the next slides are as
3 follows: Demolition, passenger terminal
4 improvements, airfield improvements, landside
5 improvement which includes vehicle parking, airport
6 support facilities, and utility improvements.

7 So let's talk about that first category
8 which is demolition. To accommodate the construction
9 of the proposed new facilities at OAK some existing
10 facilities would need to be demolished and most of
11 those facilities would be relocated at the airport.
12 The existing Oakland maintenance center hangar would
13 need to be demolished but it would not be replaced.
14 Facilities that would be demolished and relocated
15 include remote and cargo aircraft parking positions,
16 cargo support buildings, the provisioning building,
17 the catering building, and various offices and
18 storage facilities. The Terminal 1 ticketing and
19 baggage claim building also would be demolished after
20 its functions are relocated to other buildings.

21 For passenger terminal improvements the
22 proposed project includes the modernization of
23 Terminals 1 and 2 as well as the construction of
24 a new passenger terminal. The modernization of
25 Terminals 1 and 2 includes consolidating the

1 passenger processing functions which include
2 ticketing, baggage checkin, baggage claim, and
3 security screening as well as constructing expanded
4 international arrival facilities. The new terminal
5 would be constructed as a single level terminal
6 processor building with a 2-level concourse and it
7 would be located north of the existing terminal
8 complex. It would provide areas for passenger
9 checkin, passenger security screening checkpoint,
10 baggage claim and other amenities. New connectors
11 would provide access between the new terminal and the
12 existing terminal complex. Upon the completion of
13 the passenger terminal project components OAK would
14 have a total of up to 45 aircraft gates which is a
15 total net increase of 16 over the number of existing
16 aircraft gates at the airport. The proposed airfield
17 improvements would be implemented to provide areas
18 required for the safe movement and parking of
19 aircraft and related service equipment associated
20 with the proposed project. It's very important for
21 me to stress today that runway modifications are
22 not a part of the proposed project.

23 There are a variety of improvements that
24 are required to support the construction of the
25 proposed new terminal and to provide access to the

1 proposed new terminal. These landsite improvements
2 include the construction of a BART-access covered
3 walkway to the proposed new terminal, the extension
4 of a terminal curbside, and the construction of the
5 return to terminal connection. Proposed landsite
6 improvements also include the removal of both public
7 parking and employee parking spaces as shown on this
8 slide. To ensure that there are enough parking
9 spaces at the airport the proposed project also
10 includes the replacement of public and employee
11 parking spaces in the locations shown on this slide.
12 A variety of improvements would be required to
13 provide space for functions that support the entire
14 airport. These include a cargo building, remote and
15 cargo airfield parking positions, and an airline
16 support building.

17 And then finally utilities there are a
18 variety of improvements that would need to be made in
19 the existing utilities systems at the airport to
20 accommodate the increase in square footage, the
21 increase in the number of aircraft gates, and the
22 relocation and reconfiguration of existing aircraft
23 parking positions. So this would include an
24 expansion of the existing central utility plant and
25 an upgrade to the fuel system for aircraft.

1 So now I'm going to turn my attention to
2 the environmental resources that were studied in the
3 Draft EIR. CEQA has identified various environmental
4 categories that CEQA documentation should cover.
5 Both categories are listed on the slide. Through the
6 preparation of the Notice of Preparation the Port
7 determined that the following environmental
8 categories would not be affected by the proposed
9 project and are not included in the Draft EIR. Those
10 include agricultural and forest resources, mineral
11 resources, population and housing, recreation, and
12 wildlife.

13 Now I'm going to turn my attention to some
14 specific resource areas of interest and the first one
15 being airport quality and greenhouse gas emissions
16 and the human health risk assessment. For air
17 quality and greenhouse gas emissions we looked at
18 construction-related emissions and those are from the
19 use of construction equipment, construction worker
20 vehicle trips, and dust generation from both earth
21 moving and demolition activities. These emissions
22 were compared to established thresholds and were
23 determined to be less than significant. Operation
24 related emissions are from aircraft operations as
25 well as passenger and worker vehicles trips. The air

1 quality and greenhouse gas emission impacts analyzed
2 are based on the future levels of aviation activity
3 that are forecast to occur at OAK regardless of
4 whether the proposed project is implemented. Most of
5 those emissions are from aircraft operations and this
6 would be potentially significant and unavoidable.

7 The Port would include zero emissions
8 opportunities and sustainable design into its
9 development to meet the zero emissions goals. The
10 Port would also install electrical infrastructure in
11 the new terminal and in the relocated cargo area. In
12 addition, Southwest the largest air carrier at OAK is
13 currently using sustainable aviation fuel at OAK.
14 Southwest's goal is to replace 10 percent of its
15 total jet fuel consumption with sustainable aviation
16 fuel by 2030. The Port will continue to work with
17 its airline tenants on opportunities to bring in more
18 sustainable aviation fuel to OAK. While these
19 measures and initiatives that I've just talked about
20 will continue to be implemented at OAK the Draft EIR
21 did not consider them in the analysis so we took a
22 very conservative approach to the air quality and
23 greenhouse gas emissions analysis and that's not --
24 those initiatives are not included in what was
25 recorded.

1 With respect to human health risk
2 assessment a human health risk assessment was
3 conducted to assess changes to health impacts for
4 people during construction as well as operation of
5 the publicly proposed project. Chronic and acute
6 non-cancer human health hazards would be significant
7 for on-airport workers but not significant for
8 residents in the vicinity of the airport. The
9 majority of the human health hazard effects for
10 on-airport workers would result from aircraft
11 operations which again the Port does not have the
12 authority to regulate.

13 Let me turn my attention to noise. Noise
14 impacts from construction equipment expected to be
15 used for the proposed project were evaluated by
16 considering the different types of construction
17 activities and calculating construction-related noise
18 levels at nearby noise sensitive receptors.
19 Estimated construction noise levels indicate that
20 exceedances of the City of Oakland's noise limits
21 would occur at three receptors in 2025, at 13
22 receptors in 2026 and one receptor in 2027.
23 Mitigation measures have been identified that would
24 be used to reduce that impact. These measures
25 include monitoring construction noise, implementing

1 construction scheduling and implementing construction
2 equipment restrictions.

3 To evaluate aircraft operational noise
4 impacts noise levels associated with the proposed
5 project were compared to the aircraft operation noise
6 levels associated with existing conditions. The
7 circled points on the slide before you show the
8 location of the noise monitoring sites. The Port
9 used the FAA's noise model to determine these noise
10 levels. Established significant thresholds indicate
11 that a significant impact would occur if there were
12 to be a 1.5 decibel increase in noise levels at a
13 noise sensitive receptor when compared to existing
14 conditions. The analysis used the FAA-approved noise
15 model and it determined that there are no noise
16 sensitive receptors where a 1.5 decibel increase
17 would occur. Therefore aircraft noise impacts to
18 noise sensitive areas were determined to be less than
19 significant.

20 I turn my attention to transportation. We
21 used vehicle miles traveled or VMT and that's a
22 calculation of every trip taken by a person
23 multiplied by the length of each trip. The VMT was
24 determined based on vehicle trip generation,
25 passenger enplanements, and average trip length. I

1 just used the words "passenger enplanement" which may
2 be a little bit different but it's basically a
3 passenger enplanement is when somebody gets on an
4 aircraft and that is a standard FAA measurement. So
5 you can kind of divide the total number of passengers
6 in the airport to get the passenger enplanements,
7 okay? The VMT current enplanement with the proposed
8 project in 2028 and 2038 would be less than the VMT
9 current enplanement under existing conditions.

10 Our next area of interest is cultural
11 resources. The proposed project would demolish the
12 Terminal 1 ticketing and baggage claim building
13 which was designed by noted Oakland architecture firm
14 Warnecke and Warnecke. Demolition of this building
15 and we show a picture of the building on the slide
16 would be considered a potentially significant impact
17 on a historic resource. As mitigation the Historic
18 American Building Survey report or a HABS report
19 would be prepared prior to demolition and there would
20 be public interpretative materials developed as part
21 of the mitigation. I would also note that the
22 proposed project would not cause a substantial
23 adverse change in the significance of any known
24 archaeological resources.

25 For biological resources and wetlands the

1 airport occupies approximately 2,600 acres and that
2 does include some wetlands but a lot of other upland
3 habitats that are comprised of non-native annual
4 grasslands, monotypic stands of pampas grass, and ice
5 plant, some developed areas, some bare ground as well
6 as gravel. These biological resources are shown on
7 this slide. Most of the wetlands within the airport
8 are non-tidal wetlands and occur mainly east and west
9 of the airport terminals and south of the main
10 runway. So most of the airport is paved. However
11 the proposed project would result in the loss of less
12 than one acre of wetland which is characterized as a
13 low quality linear drainage feature location. One is
14 adjacent to Taxiway B, Taxiway Bravo, and the other
15 is west of the proposed north field parking lot.
16 Impacts to these features would be offset through
17 wetland credits that have already been purchased by
18 the Port from the San Francisco Bay Wetland
19 Mitigation Bank and that would reduce the impact of
20 the proposed project to a less than significant
21 level.

22 So now I'm just going to revisit that EIR
23 process flow chart I showed earlier and I wanted to
24 reiterate what the next steps are going to be. We
25 will continue to receive comments on the Draft EIR

1 until 5 p.m., Pacific Daylight time, on September
2 15th, 2023. The next step following the public
3 review period is to prepare responses to those
4 comments that we receive and they will be included in
5 the Final EIR. There will be public notification
6 that the Final EIR has been completed and is
7 available to the public prior to any certification by
8 the Board of Port Commissioners.

9 I also just want to reiterate regarding
10 NEPA the FAA is going to be the lead agency for the
11 documentation. The FAA has not determined a schedule
12 yet for that NEPA documentation so information about
13 that process will be available at a later time.

14 MS. LIANG: Thanks, Dave. Shown here on the
15 screen are four ways to provide comments on the Draft
16 Environmental Impact Report. The first is to send an
17 email to termdev@portoakland.com. That's
18 T-E-R-M-D-E-V at portoakland.com.

19 The second way is to submit a comment on
20 our online form at our project website at
21 www.oaklandairport.com/terminaldevelopment.

22 The third way is to send a comment letter
23 to me via U.S. Mail at Port of Oakland, Environmental
24 Programs and Planning Division, 530 Water Street,
25 Oakland, California 94607.

1 The fourth way is to provide a comment
2 today at this public meeting or at future scheduled
3 public meetings on the Draft Environmental Impact
4 Report. I'd remind you that all comments must be
5 received by September 15th, 2023 by 5 p.m., Pacific
6 Daylight Time. If you are mailing your comment
7 letter please account for mail delivery to ensure
8 that your comment is received on time.

9 Official comments will be received verbally
10 and in writing during this public meeting. To
11 provide comments in writing please fill out a comment
12 form at the comment table in the back. To provide
13 comments verbally please fill out a speaker card at
14 the sign-in table. We will call on speakers in order
15 of when the speaker cards are received. Once your
16 name has been called as the speaker, please stand and
17 we will bring a microphone to you. Before providing
18 your comment please state and spell your name for the
19 record. In addition if you are representing an
20 agency or organization please state that name of the
21 agency or organization. Each speaker will have two
22 minutes to provide their comment. Once you have
23 identified yourself we will start the 2-minute clock
24 and you may provide your comments. Each speaker is
25 allowed one opportunity to speak today and you will

1 not be permitted to cede your time to another person.
2 If you have additional comments please submit them in
3 one of the other ways that we described earlier.

4 All of the comments will be a part of the
5 public record for the project and will be responded
6 to in the Final Environmental Impact Report. There
7 will not be a verbal response and any questions will
8 be treated as a comment and will be part of the
9 public record for the proposed project.

10 Also I'd just remind everyone to be
11 respectful of others and to use appropriate language
12 when they give comments. These comments will be part
13 of the public record for the proposed project.

14 MR. FULL: All right. I think -- I believe
15 we do have some speaker cards and here you go. Okay.
16 I'm going to read the first speaker and I'm also
17 going to read the second speaker so you can be
18 prepared to know that you're going to be next. And
19 so when I do read your name if you could raise your
20 hand either Emily or Marissa will be able to come and
21 give you the mic, all right? And I'm going to
22 apologize at the very beginning if I mispronounce
23 your name so I'm going to do my best, okay?

24 All right. So the first speaker I have is
25 Thomas Varghese. All right, there's Thomas there,

1 and the next person will be Peter Alexander. Peter
2 is in the back there, Marissa. All right. Thomas
3 when the mic gets to you state your name, please
4 spell it for the court reporter and then you'll see
5 the timer will start for your two minutes.

6 MR. VARGHESE: Hi. My name is Thomas.
7 Varghese and my last name is spelled V as in Victor,
8 A-R-G-H-E-S-E.

9 THE REPORTER: Just a little bit louder.

10 MR. VARGHESE: I am an Alameda resident
11 living near the airport and I want to thank you for
12 the opportunity to share comments on this project. I
13 have three very general comments to share with you.

14 First, I strongly support this project.
15 Oakland Airport plays a key role in the economic
16 vitality of the Bay Area. It is crucial that we have
17 an airport that can support the local residents,
18 businesses and tourists but rebuilding and renovating
19 this airport is just the first part of the life of
20 this airport and I urge airport leaders to think
21 about maintaining the airport for the longterm.
22 Now I'm going out on a limb here but I would support
23 an increase in my property tax to provide annual
24 funds to maintain this airport every year. If
25 airport leaders don't prepare for the future it

1 almost would be just like buying a new house and
2 letting it get run down and dysfunctional very fast.

3 Second, for Heaven's sake please create an
4 airport that is attractive, efficient, and represents
5 our outlook. I urge airport leaders not to go for
6 the cheapest airport design here. For example the
7 control tower that was built here a few years ago
8 frankly looks like a prison guard tower. Compare
9 that to the tower at San Francisco Airport.

10 Finally, while you're thinking about this
11 future airport please account for the threats of
12 climate change and especially rising sea level. This
13 airport sits at the edge of the San Francisco Bay and
14 is very vulnerable to tides. Thank you.

15 MR. FULL: All right. Thank you, Thomas.

16 Okay. Peter Alexander will be our next
17 speaker and after Peter is Bhima Sheridan. Bhima are
18 you -- can you raise your hand? Okay, thank you.

19 All right, Mr. Alexander. Please state and
20 spell your name for the court reporter and then your
21 two minutes will begin.

22 MR. ALEXANDER: Thank you. Peter Alexander,
23 A-L-E-X-A-N-D-E-R and the gentleman just testified so
24 I'll ask again how is it that CEQA is ignoring the
25 alleged rising oceans so to the Port of Oakland, so

1 to the millions and billions of dollars being spent
2 on Treasure Island at sea level? It seems kind of
3 curious. Regarding the expansion, I think we should
4 always be looking for expansion of our minds, of our
5 comprehension and our appreciation of the very life
6 we've been gifted, to love one another, to do the
7 best we can for each other.

8 I see that there's two groups of people
9 here that are going to speak for and against this so
10 I want to ask you both how is it that we're
11 disregarding the women and children that are
12 trafficked and sitting on the Port right now as they
13 have been on and off every other week for 80 years
14 run by the triads that control our law enforcement,
15 that caused our police chief Anne Kirkpatrick to be
16 fired and a whole lot more and I have lot more
17 information I'd be willing to give anybody that
18 wants.

19 And so I wish to say that I am Peter, I am
20 certain, and I am commanding my warriors. My warrior
21 CIA which is Christ In Action to overwhelm and
22 overcome all these things until these innocent people
23 and innocent animals that are also trafficked are set
24 free so to Leonard Peltier, Mumia Bujomal, and
25 Dr. Jeffrey McDonald, I am Peter, and I am commanding

1 my warriors to shut down all these businesses and the
2 entire West Coast until D.C., Wall Street, and the
3 triads and all these corruptions are toast. I say
4 it, you hear it, it is so, it is done, aho.

5 MR. FULL: All right. Thank you,
6 Mr. Alexander. Our next speaker is Bhima Sheridan
7 and Bhima will be followed by Scott Hochberg. Scott
8 are you here? Scott's in the way back there,
9 Marissa. Thank you. All right. Bhima please go
10 ahead. Please state and spell your name for us.

11 MR. SHERIDAN: Sure. Thank you. It's Bhima
12 Sheridan, B-H-I-M-A, last name Sheridan,
13 S-H-E-R-I-D-A-N. I had all kinds of great ideas for
14 my speech. I didn't write anything down so since
15 I'll ad lib I apologize but I'd like to go on record
16 as opposing this expansion at the moment. I'm a
17 businessman, I'm a realtor, I'm a landlord in
18 Berkeley and Oakland. I recognize the importance of
19 business and I'll be honest a lot of my customers
20 arrive through your airport but I'm also a scientist
21 by training and I recognize what's happening to our
22 climate and I'm concerned about the high altitude
23 effects of burning hydrocarbons in our troposphere.

24 I don't really buy your argument that
25 there's hordes of would-be air travelers who will

1 rush your gates regardless of whether you expand or
2 not. I think you guys have the legal and moral
3 authority maybe not to regulate scope three emissions
4 but to stand up and to consider our future. I think
5 we have a climate emergency, 99.9 percent of climate
6 scientists agree, and the .1 percent are in the
7 employ of fossil fuel companies.

8 I'd like to ask one question and that is
9 how hot does it have to get? When are we going to
10 stop, like when your house burns? So coming back we
11 just watched a tropical paradise burn. We can't
12 blame that on the Port of Oakland but I think we do
13 need to connect the dots and burning more fossil
14 fuels is not going to make it any better. In fact,
15 it will make it worse. Thank you for listening
16 today.

17 MR. FULL: Thank you, Mr. Sheridan.

18 MR. SHERIDAN: Okay.

19 MR. FULL: All right. Scott Hochberg is next
20 and will be followed by Paul English. Paul is here.
21 Thank you. All right. Scott, please go ahead.

22 MR. HOCHBERG: Good evening. My name is
23 Scott Hochberg, H-O-C-H-B-E-R-G. I'm an attorney
24 with the Center for Biological Diversity. I also
25 live and work in Oakland. The Center is deeply

1 concerned with several aspects of the Oakland Airport
2 expansion projects and its impacts on neighborhood
3 residents, local air pollution, and its overall
4 contribution to the climate crisis. First and
5 foremost the addition of a new terminal with 16 new
6 gates, over a thousand parking spaces has obvious
7 effects on the airport's capacity to accommodate
8 thousands more flights and tens of thousands more
9 passengers in the coming years. The Draft EIR claims
10 that these additions would happen anyway due to
11 market pressure but that simply cannot be true since
12 elsewhere the document claims that current airport
13 facilities inhibit future growth.

14 There is no getting around the fact that
15 this project represents a deliberate choice to
16 dramatically increase the passengers, flights,
17 pollution, and noise originating from the airport.
18 Additionally the Port cannot and should not ignore
19 the significant and unavoidable increases in
20 greenhouse gas emissions that the project will
21 create. The City of Oakland, the Air Resources
22 Board, and several other State and Federal agencies
23 are rushing to decarbonize as quickly as possibly to
24 limit further damage from climate change. It is
25 simply the wrong time to approve projects that would

1 authorize massive and irrevocable rises in emissions
2 not to mention local air pollution in East Oakland.

3 For these and other reasons the Center
4 urges the Port to remedy these errors in the Draft
5 EIR before taking any further action on this project.
6 Thank you.

7 MR. FULL: Thank you, Scott. All right. Our
8 next speaker is Paul English and to be followed by
9 Darryl Berk. Darryl is back there in the corner,
10 Marissa. Thank you. Mr. English, please state and
11 spell your name and then your two minutes will begin.

12 MR. ENGLISH: Okay. Thank you, very much.
13 My name is Paul English, E-N-G-L-I-S-H. I'm an
14 environmental epidemiologist. This means that I
15 study the effects of the environment on human health.
16 I worked for the California Department of Public
17 Health for over 20 years and I wanted to thank the
18 Port for being transparent in the EIR about the
19 significant and as you say unavoidable impacts for
20 greenhouse gas emissions.

21 I'm thinking about my daughter Fiona right
22 now. She lives up in Eugene, Oregon. She could be
23 your daughter, your son, and she's living right now
24 next to these wildfires that have broken out near
25 Eugene. She has an air quality index over 350 which

1 means she has hazardous air quality that she is
2 breathing. I just want you to think for a second
3 about this might be your own son or daughter and
4 realize that what we're deciding about today will
5 impact your son or daughter for future generations.

6 We've had July as the hottest month ever
7 recorded in the world. We've had West Maui
8 devastated by wildfires with people having to run
9 into the ocean to escape the effects. We had
10 estimates of 61,000 people that died last year in
11 Europe from heat waves and we know that this airport
12 expansion will increase these greenhouse gas
13 emissions and we will be causing more of these same
14 problems. We are super charging these events with
15 greenhouse gas emissions. We are super charging
16 extreme weather events and we should stop this now.
17 Thank you, very much.

18 MR. FULL: All right, thank you, Mr. English.

19 All right. Our next speaker will be Darryl
20 Berk and Darryl will be followed by Jack Fleck. Jack
21 are you -- there you are. Okay. Thank you. All
22 right. Mr. Berk please state and spell your name and
23 then your two minutes will begin.

24 MR. BURKE: Yeah, hi. Darryl Berk.

25 D-A-R-R-Y-L, B-E-R-K. I'm a Bay Farm

1 resident. I've been living there for 17 years. I've
2 filed probably in excess of 6,000 complaints
3 regarding non-compliant departures. Jesse over here
4 knows me. He's the person I've been talking to for
5 all this time. The only change that's happened with
6 respect to, this is just noise, I used to have to
7 call a number. Now I have an app on the phone so
8 when I hear a non-compliant plane I hit the app and
9 then Jesse kindly sends me information on that.

10 As the Port has done almost nothing in
11 terms of noise and sound pollution why would I
12 believe that you will address the air pollution
13 situation which I think is going to be unbearable
14 with the demolition of buildings, construction and
15 all that. It seems like the Port doesn't really care
16 too much.

17 And also with the slides that you showed
18 earlier I found them very vague and didn't really
19 answer a lot of questions. I'm wondering if there's
20 a change I might with you personally and go slide by
21 slide and have you explain and I could give you my
22 reaction. Thank you.

23 MR. FULL: All right. Thank you, Mr. Burk.

24 Our next speaker is Jack Fleck and Jack
25 will be followed by James Johnston. Thank you,

1 James.

2 MR. FLECK: Hi, I'm Jack Fleck, J-A-C-K,
3 F-L-E-C-K and I'm speaking on behalf of 350 Bay Area.
4 We strongly disagree with the oft repeated statement
5 in the EIR at least 30 times that this is only
6 intended to accommodate the market-based demand and
7 therefore will not stimulate additional air traffic.

8 Now I'm a registered professional
9 transportation engineer. I can say when I studied
10 transportation engineering back in the 60's that was
11 the exact same argument that people used when they
12 built the freeways, "These are only intended to meet
13 the existing and projected demand," but we know what
14 happened. The freeways caused induced growth that
15 caused the suburbs to explode, traffic to increase,
16 and all of the capacity was taken up by that so the
17 same principle applies to any airport modernization.

18 The activity levels of the airport it says,
19 would be the same as the no-project alternative as
20 under the proposed project but this flies in the face
21 of all that transportation experience and it flies in
22 the face of basic economics. When you reduce the
23 price of a product by making it more attractive and
24 more comfortable it's going to induce additional
25 demands so that's just the basic economics. So the

1 question is why would the EIR go out of its way to
2 over and over repeat this falsehood and I have to say
3 it looks to me like it -- because if you admit that
4 this is a growth project then it flies in the face of
5 the City of Oakland's climate emergency policy about
6 the police to be carbon neutral by 2045, all the
7 State policies to become carbon neutral and a lot of
8 speakers have been making this point so I just want
9 to say it again this is going to cause a lot of
10 greenhouse gas increase. We can't afford to have
11 that happen and we urge you to oppose this project.

12 MR. FULL: All right. Thank you, Mr. Fleck.

13 All right. James Johnston will be our next
14 speaker --

15 MR. JOHNSTON: Yes.

16 MR. FULL: -- followed by Greg Spooner. All
17 right. Right here in the front. Mr. Johnston please
18 go ahead. State your name, spell it, and then your
19 two minutes will begin.

20 MR. JOHNSTON: All right. My name is James
21 Johnston. J-A-M-E-S and that's J-O-H-N-S-T-O-N.

22 Hi. My name is James Johnston and I live
23 in Alameda near South Shore. I request that this
24 airport not proceed with further growth. Do not
25 build 16 new airport gates with the expansion and

1 also do not build a bussing infrastructure to serve
2 additional flights anyway as the so-called
3 underhanded, sneaky, no project alternative project
4 proposes anyway. Instead please add an option to the
5 EIR that considers a gradual mode shift to rail
6 travel as an alternative while placing a cap on air
7 travel to today's levels. Common sense says this
8 would emit the fewest greenhouse gasses and would
9 thus serve Oakland's net zero 2045 goal.

10 I am sick and tired of watching the places
11 I love get destroyed partially due to climate change
12 and aircraft greenhouse gasses contribute to this
13 problem. The EIR pretends the problem does not exist
14 only considering and measuring aircraft greenhouse
15 gas emissions during taxi, leave off and landing
16 completing ignoring the emissions at cruising
17 altitude. Maybe you can't regulate the emissions but
18 you can sure choose not to grow.

19 Fortunately we have alternatives like rail
20 travel. 90 percent of the flights departing Oakland
21 go to destinations that are served today by Amtrak
22 and 46 percent of them go to destinations that will
23 be served by California high-speed rail and Bright
24 Line West electrically powered by renewable energy
25 and they're building that right now today. But the

1 EIR does not mention high-speed rail even once.

2 So here's an option. Instead of adding
3 more flights to Los Angeles, add another Amtrak train
4 on the San Joaquin's route, gradually shift that
5 traffic to high-speed rail as segments of that are
6 open as the business plan for the high-speed rail
7 proposes. I know you can't, you're not the same
8 government agency as Caltrans or High-Speed Rail
9 Authority but government agencies need to work
10 together to solve this crisis.

11 MR. FULL: All right. Thank you,
12 Mr. Johnston. All right. Mr. Spooner I'm going to
13 hold you up for just a second because I do want to
14 say that we are scheduled to go until 7:30. We are
15 going to listen to everybody who has provided us with
16 a speaker card but we need those speaker cards by
17 7:30, okay? So if you still -- if you haven't filled
18 out one and you would like to speak be sure you do it
19 before 7:30. I think we have about eight, seven to
20 eight minutes left. So I just wanted to warn people
21 of that so if you do want to speak please do fill out
22 a speaker card right now. All right.

23 Thank you, Mr. Spooner. Sorry. I felt I
24 needed to do that advertisement.

25 MR. SPOONER: Great, thank you.

1 MR. FULL: So you're up and then after you
2 will be Aaron Revan. Okay. Thank you, Aaron.

3 MR. SPOONER: Yeah. My name is Greg Spooner,
4 G-R-E-G, S-P-O-O-N-E-R. I'm a physicist and a
5 climate activist with the Climate Justice Group's
6 Scientists Rebellion and Extinction Rebellion. Your
7 project title "OAK Terminal Modernization and
8 Development," and the DEIR itself emphasize the word
9 "modernization" and who could oppose the word
10 modernization but what would a responsible
11 modernization look like for an international airport?

12 Well, the IEC, the IPCC, and the UN as well
13 as the vast majority of climate scientists,
14 ecologists, earth scientists all say that humanity
15 has to rapidly ramp down the emission and greenhouse
16 gasses from every sector if we're to maintain a
17 planet capable of supporting a civilization or even
18 to maintain the conditions so you can fly your jets.

19 Real modernization would be to reshape your
20 plan to provide for the safe and convenient operation
21 of this airport while not growing air traffic and not
22 growing emissions. A truly modern project would not
23 expand the number of gates as your plan does by 16.
24 An airport project that faces its responsibility to
25 meet the modern needs of the broader community would

1 not add a third terminal as your plan does. Real
2 modernization would not pave the way to double
3 passenger volume in two decades as your plan does.

4 I know the idea of a project that
5 explicitly aims at reducing aviation, reducing air
6 traffic, and reducing growth is against everything
7 that you know we built here in this society but we
8 have to face the facts. In the face of an
9 accelerating climate emergency a truly modern
10 approach would be recognize that aviation emissions
11 are adding to the climate crisis which may lead to
12 the collapse of our civilization. I ask you to do
13 what the word modern actually requires you to do;
14 recognize the emergency we're in and take action.
15 Thank you.

16 MR. FULL: All right. Thank you,
17 Mr. Spooner. All right. My next speaker is Aaron
18 Revan and to be followed by Erica Pasqual. Erica,
19 I'm sure I screwed that up but are you here? I don't
20 see Erica. I don't see a hand raised. Okay. Well,
21 if we don't find Erica then the person after that
22 will be Christine Choi. Christine are you -- there
23 you are. Thank you. All right. So Aaron, oh there
24 you are. Thank you.

25 MR. REVAN: Okay, sure. Yeah. Ny name's

1 Aaron Revan and I'm a semi-retired science educator
2 and consistent with many of the statements we've
3 already heard this evening I get a feeling of
4 self-indulgence, self-justification from the Port's
5 presentation. I am deeply disturbed to learn just
6 this evening that the Port's calculation of
7 greenhouse gasses does not include or reflect a
8 plane's greenhouse gas emissions while in flight
9 between airports. That strikes me as a tremendous
10 moral abdication. I am not opposed to modernizing
11 the existing two terminals. It is very hard for me
12 to believe that the construction of a third terminal
13 would not invite and encourage increased flight
14 travel.

15 So I want to invite the Port Commission to
16 reverse field and exercise an active influence on the
17 airline industry. Tell the airline industry that you
18 will accommodate generous expansion of airport
19 facilities just as soon as they do the hard
20 scientific work to develop a carbon zero jet fuel.

21 MR. FULL: Okay. Thank you, Aaron. I'm
22 going to ask, see if Erica is here yet. No. So I'm
23 going to put Erica at the end of it and we'll come
24 back to her if she gets back in the room.

25 So Christine you are next and then you are

1 followed by Jade Northrup. Jade, are you here? Yes,
2 okay good. Thank you, Jade. All right. Christine,
3 you're up.

4 MS. CHOI: For the record my name is
5 Christine Choi, C-H-O-I. I'm a junior at Alameda
6 High School. Today as a 16-year-old I'm speaking for
7 the youth that will be unfairly impacted by the
8 Oakland Airport's selfish movements for expansion.
9 Just yesterday on August 14th, 2023 in "Held versus
10 State of Montana" the Montana youth won a climate
11 lawsuit against the State. Judge Seely decided that
12 the plaintiffs had correctly proven that its children
13 and youth they are disproportionately harmed by
14 fossil fuel pollution and climate impacts. The youth
15 plaintiffs had also experienced a variety of harms
16 due to the climate crisis worsened by the actions of
17 their State government including climate anxiety when
18 thinking about the future of which Judge Seeley
19 acknowledged that the amount of additional emissions
20 emitted into the climate system today and in the
21 coming decade will impact the longterm severity of
22 the plaintiffs' injuries of climate anxiety.

23 One of the plaintiffs who's currently 15
24 suffers from asthma. Similarly the California
25 Department of Public Health shows that 18 percent of

1 Oakland youth have asthma which is more than double
2 of 6.5 percent the National youth asthma rate.
3 According to OBCAFA rates of asthma hospitalization
4 in Oakland are highest among children from birth to
5 four years of age and according to the Environmental
6 Defense Fund studies have shown that exposure to high
7 levels of air pollution in Oakland increases death
8 rates associated with lung disease when Oakland
9 already has a higher death rate due to heart disease,
10 stroke, and lung cancer than other California
11 counties. I think we can all see that the Oakland
12 Airport project enables growth and if we can do
13 simple math more carbon emissions means more air
14 pollution which equals bad health, youth health.

15 Now I am not saying that the "Held versus
16 State of Montana" and the airport project are in the
17 exact same situation. However, if Judge Seeley in
18 Montana's First Judicial District Court could see
19 that youth plaintiffs were impacted because of the
20 climate crisis which was only worsened by more carbon
21 emissions and that the youth are disproportionately
22 harmed why can't the Port? I can stand here and talk
23 all day about how much more carbon emissions from
24 this project will only add to youth climate anxiety
25 but at the end of the day I'm just a kid, I don't

1 have a real job but somehow we the youth will face
2 the greatest consequences of these carbon emissions.
3 Think of your kids. We are the future and you could
4 either ruin it or save it. Thank you.

5 MR. FULL: All right. Thank you, Christine.

6 All right. I'm going to have Jade Northrup
7 next and then Madeline Chewal; did I get that right?
8 Okay. Thanks, Madeline. All right. Mr. Northrup?

9 MR. NORTHROP: Hi there. Jade Northrup.
10 N-O-R-T-H-R-U-P. So I'm here both as a resident of
11 Alameda and also as a member of Extinction Rebellion
12 which is a local grass roots climate group and I just
13 want to say that I really -- I do not support the
14 expansion project. I'd like to speak firmly for
15 considering ways to keep the airport at the current
16 level. In particular, I'm concerned about the scope
17 three emissions that I know aren't always part of
18 CEQA overview but here's yet another plea for
19 considering scope three.

20 So in CEQA we can consider the incremental
21 contribution of a project through the sort of global
22 situation that we're faced right with the climate
23 crisis and you all said that you know there's this
24 sort of unavoidable emissions that are going to be
25 resultant of airplane operations. Now I know that

1 the Port of Oakland and the airport don't actually
2 control the airlines but the problem is there's the
3 jurisdictional crack. Nobody wants to sort own those
4 emissions right now, right? Nobody's regulating the
5 sort of international and across states emissions
6 from these airlines and so government agencies really
7 do have the power to consider these types of things
8 if you want to. I mean ultimately the main thing of
9 the government is to sort of consider this longterm
10 health and safety of the constituents in a way that
11 public companies and private corporations can't do
12 that, right? The U.S. has the strongest fiduciary
13 responsibility laws of any country in the world by
14 far. The government isn't beholding to that. So
15 literally companies are -- they can't do anything but
16 grow. They have a legal responsibility to do that
17 whereas the government through things like CEQA
18 reviewing things like that can actually regulate and
19 can protect the longterm interests of the citizens.
20 So I just want to urge you to consider the fact that
21 you really are in a very privileged position to be
22 able to do that as opposed to sitting on the Board of
23 the company or something like that where you can't.
24 So sorry yeah, I just think we really owe
25 it to future generations to make these hard decisions

1 now. I think we need to do everything we can
2 incrementally to avert the sort of snowballing
3 effects that we're seeing from greenhouse gasses and
4 I know that if the Port takes a leadership position
5 and decides to limit expansion it's going to have a
6 ripple effect and hopefully will inspire other
7 jurisdictions to act. Thanks.

8 MR. FULL: All right. Thank you, Jade. I
9 want to also say that it has hit 7:30 so I think that
10 unless and Audrey you have one over there as well so
11 those will be my last speakers. Madeline, you're up
12 and then Phillip Morton if Phillip is here. I don't
13 see a name -- Phillip Morton? You're not going to
14 speak? Okay. That's your prerogative. Then after
15 Madeline will be Jeffrey Beaman. Over here? Great,
16 thank you. Madeline, please go right ahead.

17 MS. CULE: Hi. My name is Madeline Cule,
18 C-U-L-E and I live just across the water in San
19 Francisco and I'm also here with various colleagues
20 from Extinction Rebellion San Francisco Bay Area and
21 I'm here because the effects of climate change are
22 completely undeniable at this point and the forecasts
23 get even worse. Expanding Oakland Airport will
24 increase demand for aviation one of the most damaging
25 forms of emission from transportation and while

1 flights are responsible currently for only two
2 percent of global conduct outside emissions they're
3 responsible for eleven percent of emissions in the
4 Bay Area and we share a responsibility to reduce this
5 however we can and as rapidly as we can to protect us
6 from the worst possible impacts of climate change.

7 The airport expansion will give rise to a
8 significant demand for aviation taking us in exactly
9 the wrong direction and will make reaching local,
10 regional, State, and national climate goals
11 completely impossible. And thinking holistically
12 these additional emissions are avoidable by instead
13 investing in lower transport, lower carbon forms of
14 transportation, and expansion and demand isn't
15 completely inevitable. And I'm frankly a little
16 perplexed that we are moving in the wrong direction
17 and I'm asking the Port to think holistically and
18 take the broadest possible view of the environmental
19 impact that they can rather than the narrowest
20 possible to protect all of us. Thank you, very much.

21 MR. FULL: All right. Thank you.

22 Mr. Morton, you choose not to speak? I'm
23 just going to put your card here if that's okay. Are
24 you good with that? Okay. Fine. Jeffrey Beaman is
25 next and then followed by it looks like Zoe Jarick.

1 Okay. Thank you, Zoe. Sorry about that.

2 MR. BEEMAN: My name is Jeff Beeman,
3 B-E-E-M-A-N. I was a research associate and a
4 scientist at Lawrence Berg Laboratory for 35 years
5 before I retired in 2019. During my entire career at
6 LBL I saw the ever-worsening climate data and climate
7 related tragedies unfolding in front of us and also
8 witnessed the failure of society to react with the
9 urgency that the data suggests. The data are just
10 data. They're often abstract and the changes happen
11 so slowly as to be imperceptible for many people so
12 forget about the data. Here's the thing I want you
13 to imagine. We are all in our cars, and our cars are
14 in our garages, and the engines are running, and the
15 garage door is closed. The engine keeps running. We
16 have very little time left to shut off the engine but
17 we are listening to the radio and the AC is keeping
18 us nice and cool. This is exactly where we are right
19 now. We have a finite atmosphere and we are making
20 it toxic to life.

21 The Oakland Airport expansion is being
22 planned by a lot of thoughtful, talented people. The
23 project would undoubtedly provide some shortterm and
24 longterm jobs, help improve the image of Oakland, and
25 make for a substantially improved flying experience

1 for those who travel by air. Without any atmosphere
2 constraints it would be a beautiful project.
3 Unfortunately we do have atmospheric constraints and
4 they are pressing down on us with ever increasing
5 intensity. We don't need to see any more of these
6 stories. What we need instead is a way to check the
7 stories that we tell ourselves, stories like the
8 climate has always changed or if we keep using fossil
9 fuels we'll kill the economy or if we stop the OAK
10 project customers will only find another way to do
11 their air travel.

12 Most in action stories are simply untrue
13 but there's one story that counts. Everything we do
14 to make fossil fuel use cheaper, more convenient or
15 more relied upon in any way decreases the time we
16 have left in our garage. This project is a perfect
17 example. Air travel is according to most accounts
18 around six times more polluting per passenger mile
19 than diesel rail travel. Electric travel is only
20 better. This is exactly why France has recently
21 banned all short haul flights and Schiphol Airport in
22 Amsterdam is banning private jets. We need to shift
23 our focus and social goals from air travel to rail
24 travel as soon as possible. Will people travel to
25 SFO or San Jose to get around OAK if we don't do this

1 project maybe but if we offer them expanded,
2 convenient, clean Amtrak that only takes slightly
3 more time and a lot less hassle this is the direction
4 to head. Let's forget this project, get more car and
5 airplane engines turned off --

6 MR. FULL: -- Mr. Beaman, your time, your
7 two minutes are up. Thank you. All right. Zoe you
8 are up next and then you're going to be followed by
9 Michael Bostick. Thank you, Michael. All right Zoe,
10 please go ahead.

11 MS. JONICK: Hi. My name is Zoe Jonick.
12 Z-O-E, J-O-N-I-C-K. I'm a youth climate organizer
13 with 350 Bay Area and I'm here to speak against the
14 Oakland Airport expansion. The main reason that
15 comes to mind with the expansion is that it's simply
16 just a bad investment. It's a ton of money that's
17 going to go to something that is just not going to be
18 assured. It said on the thing I think something like
19 14 million flights or whatever by 2038 but like have
20 you guys been noticing how every year things are
21 getting worse and worse and worse like exponentially?

22 So by 2038 things are going to be
23 incredibly different and we will have no other choice
24 but to transition to alternative forms of
25 transportation so why not do that now rather than

1 later instead of wasting all this money on to
2 something that is going to not going to -- it's going
3 to be regulated basically pretty soon. And also with
4 sea level rises some people have mentioned it is a
5 terrible threat as they're concerned and see a foot
6 of sea level rise by 2040 I believe.

7 I also wanted to say that there was some
8 things in there about there not being a significant
9 amount of impact but the impact right now is
10 significant. The impact right now on the community
11 is that the airport is next to that the planes fly
12 over, that's significant and I don't think that's
13 being taken into account here. The fact that the
14 airport was intentionally put in neighborhoods that
15 have less political power and less capital to
16 complain about these things and the fact is that this
17 neighborhood has worse health impacts, rates of
18 asthma, rates of sickness from particulates and from
19 other things like that so any kind of increase is
20 unacceptable. Also any kind of increase on the
21 health impacts for airport workers is unacceptable.

22 It said that it was significant and
23 unavoidable. That is not okay. Thank you.

24 MR. FULL: All right. Thank you, Zoe.

25 All right. Michael Bostick is next and to

1 be followed by Lin Griffith. Lin are you here?

2 Right there. Okay, good. Thank you. Mr. Bostick,
3 please go right ahead.

4 MR. BOSTICK: Thank you, very much. I'm
5 also a --

6 MR. FULL: -- I'm sorry, Mr. Bostick can we
7 get a --

8 MR. BOSTICK: -- Michael Bostick.

9 MR. FULL: Thank you.

10 MR. BOSTICK: M-I-C-H-A-E-L, B-O-S-T-I-C-K.

11 For the last 35 years I've been an air
12 pollution enforcement specialist and also greenhouse
13 gas verifier for the State of California so I have a
14 little bit of background in understanding the impacts
15 of greenhouse gasses and I can say that you know
16 increasing the throughput of air passengers and jets
17 through Oakland isn't going to do us any, create any
18 improvement in that regard. I can understand the
19 modernization. I think that's fine in my book but
20 don't expand the airport. Don't increase the number
21 of gates. Make it more efficient. Make it more
22 environmentally efficient as well.

23 From my standpoint I think that the Port's
24 motivation is suspect. I don't understand where this
25 is coming from necessarily. I know for a fact that

1 the Port has done great work in terms of its
2 efficiency of the truck and cargo traffic in the Port
3 itself in electrifying shore power and so forth. I
4 think that's not necessarily what's going on here. I
5 don't understand again but the -- the other aspect is
6 the noise and that affects me personally. I have
7 lived under a flight path that was changed by the
8 next gen, the FAA's next gen policy, and I get the
9 super highway in the sky and the Windsor flight path
10 so the increased number of jets under my house would
11 definitely impact me directly and as many, many other
12 people as well as many of the other jet paths. So
13 there's clear impacts that can't be sustained and by
14 the way sustainable jet fuel is also kind of a joke
15 but I appreciate the idea but anyway thank you very
16 much.

17 MR. FULL: All right, thank you, Mr. Bostick.

18 Our next speaker will be Lin Griffith
19 followed by Ariella Granite. All right, perfect.
20 Thank you.

21 MS. GRIFFITH: Lin, L-I-N, Griffith,
22 G-R-I-F-F-I-T-H. I am asking the airport to avoid
23 the significant and you claim unavoidable impacts
24 that you have mentioned several times in the DEIR.
25 The very significant addition of greenhouse gasses to

1 the 11 percent of Bay Area climate emissions already
2 caused by aviation is very important to me. I care
3 deeply about the world we are damaging and leaving
4 for our kids. The ultrafine particle air pollution
5 increases of additional gates and lights will bring
6 longterm debilitating health consequences to persons
7 in a 10-mile radius of the airport and most
8 especially to airport workers and those living under
9 flight paths near the airport. I live in East
10 Oakland so I also care deeply about my health and
11 that of my daughter, neighbors, friend, and everybody
12 else in East Oakland, East Bay. These impacts are
13 avoidable.

14 It is true that our government cannot come
15 together to govern wisely. Biden ordered all Federal
16 agencies to consider climate change but the Federal
17 Aviation Administration didn't get that memo. It
18 still doles out money for airport expansion. Since
19 they are not exercising appropriate authority I call
20 upon you to show more wisdom than they have the
21 backbone to exhibit. Please eliminate expansion from
22 your modernization plans, no excuses. Thank you.

23 MR. FULL: All right. Thank you.

24 Ariella Granett. I hope I said that right
25 but you're going to be followed by oh goodness

1 Christine Waters? I think I really messed that one
2 up. Is Christine here? Okay. Well, if Christine
3 does not show up then David Foecke -- okay. Thank
4 you sir. All right. Ariella?

5 MS. GRANETT: Hi. My name is Ariella
6 Granett. A-R-I-E-L-L-A, Granett, G-R-A-N-E-T-T and I
7 am part of the Stop OAK Airport Expansion Coalition.
8 Thank you so much for hearing all of our comments
9 tonight. I would also like to propose that our
10 coalition could have a meeting with you and the Port
11 of Oakland Board of Commissioners to continue this
12 dialogue. I think it's been wonderful to hear all
13 these comments and this deserves a discussion and we
14 would like to open that line of communication with
15 you.

16 I have to say I'm a little embarrassed that
17 I forgot to bring a very important thing here
18 tonight. I had a packet of 271 letters that we have
19 gathered in opposition to the airport expansion and
20 so I'll have to come back on the 30th to hand deliver
21 those letters to you and we may have more by then.
22 Again, thank you for hearing our concerns tonight.

23 I want to say that I listened to your
24 summary of the project and in the project objectives
25 and screening criteria there was something missing.

1 I did not see mention of community health and a
2 livable climate. The plan sounds outdated to me. It
3 is 2023 and the world is on fire and our communities
4 are dying of air pollution so in my view there's no
5 such thing as a modern airport expansion. I'd like
6 to add that in the Draft Environmental Impact Report
7 air pollution and global warming emissions are
8 summarized as significant and unavoidable. I have an
9 idea of how they can be avoided. We call on you and
10 the Port of Oakland to cap and reduce flights, not
11 increase them, and that is how these problems can be
12 avoided.

13 In my day job I'm an architect. I'm also a
14 LEED accredited professional. That means that I
15 specialize in designing buildings that are net zero
16 and low carbon. Let me tell you, you mentioned
17 sustainable designs but in this context it is
18 completely insignificant to design a building's
19 sustainability.

20 MR. FULL: Your two minutes are up. Thank
21 you. All right. Did Christine come in to the room?

22 Okay. I'm going to put her at the end as
23 well just in case, okay? And David Foecke, I hope I
24 said it right. I'm sorry if I have it --

25 MR. FOECKE: Foecke.

1 MR. FULL: Foecke, I'm so sorry.

2 MR. FOECKE: No problem.

3 MR. FULL: And then you will be followed by
4 Jeff Lutzel. All right. Very good. Go ahead,
5 David.

6 MR. FOECKE: David Foecke spelled F like
7 Frank, O-E-C-K-E. I'm here because i have a
8 9-year-old son. I was walking home from school with
9 my 9-year-old son this afternoon and we came by the
10 house of an 80-plus-year-old woman whose tree branch
11 had fallen in the last climate emergency atmospheric
12 river. We volunteered, my 9-year-old son and I to
13 take her chainsaw and help her cut it up. We met
14 this 80-year-old woman during the lock down when no
15 one was flying. That's another story that maybe I'll
16 continue at the next public hearing.

17 It's somewhat auspicious that this hearing
18 is happening just days after the largest wildfire --
19 the largest fire consuming lives generated by climate
20 change happened and then a day after youth won in
21 State Court to force the consideration of climate
22 change in public decisions. We're living in a
23 different reality people. Any projection 20 years
24 from now, market or non-market, think about 20 years
25 ago. In between there was a great recession and a

1 pandemic and you're going to pretend you can project
2 passenger enplanements in 2038? That makes a mockery
3 of this process.

4 The thing that you need to do is to talk to
5 the young people. Youth Source Apocalypse is here,
6 350 Bay Area's here, Extinction Rebellion is here.
7 They were not on the list of organizations you
8 consulted.

9 MR. FULL: All right. Thank you for your --

10 MR. FOECKE: You need to decide are you going
11 to --

12 MR. FULL: Your two minutes are up. Thank
13 you. All right. Our next speaker is over here now,
14 Jeff Luntzel and you're followed by Rochelle Towers.
15 Rochelle? There you are. Okay, very good.

16 MR. LUNTZEL: My name is Jeff Luntzel.
17 I've been around the aerospace industry --

18 MR. FULL: -- I'm sorry, Mr. Luntzel could
19 you spell your name for the court reporter? Thank
20 you.

21 MR. LUNTZEL: Okay. L-U-N-T-Z-E-L, Deutsch.
22 Do you mind me speaking German, sprechen zi Deutsch?
23 Anyways, I was an Air Force brat okay. I've lived in
24 Tripoli, Libya for three years in the 60's. I
25 remember when Kennedy was assassinated. I've been --

1 my dad served in World War 2, Korea, and Vietnam. My
2 uncle, his younger brother, Don Luntzel, worked for
3 Lockheed Space and Missile for over 40 years. I know
4 what technology can do and it does good okay? Why
5 don't we all move to Lancaster, Pennsylvania and
6 become Amish and buy a horse and carriage if you want
7 to go back in time and for the NIMBYs here that "Not
8 in my backyard," Bay Farm in Alameda, that's the only
9 place that's close to the flight path. Within ten
10 years every airplane, commercial airplane, will be
11 electric, there will be no pollution, so what are you
12 worried about people?

13 And as far as sea level, addressing you
14 Peter, sea level problems, what do they do in
15 Holland? They build dikes, okay? Solved. Federal
16 money, State money, all kinds of money if this is
17 true. I haven't made a decision on whether climate
18 change -- you see, every year it's different.
19 California never has one year-to-year that is the
20 same. That's what we do in -- I lived in a
21 Mediterranean climate in North Africa when I was nine
22 years old, attacked by Muslims, almost killed, and
23 the Sahara Desert we had the highest temperature ever
24 recorded in the world ten miles from where I lived in
25 Libya, 129 in the shade. Now they have a higher

1 temperature -- this was in 1910.

2 You see there is no climate normal. All we
3 can do is average things but anyways I'll make this
4 cut to the case. Okay, technology, I love Oakland
5 Airport. I live in Sonoma County now, Petaluma, and
6 I love Oakland Airport. I don't have to go through
7 San Francisco down 19th Avenue and spend more
8 gasoline --

9 MR. FULL: All right, thank you. Your two
10 minutes are up. Thank you. All right. Rochelle
11 Towers. Right there, Emily. Thank you. Followed by
12 Jan Warren and right next door. Okay, perfect.

13 MS. TOWERS: Hi. My name is Rochelle Towers.
14 R-O-C-H-E-L-L-E, T-O-W-E-R-S. I'm here speaking for
15 "1000 Grandmothers for Future Generations" and I'm a
16 resident of East Oakland as is my son and my grandson
17 and I'm here to speak in opposition to this plan for
18 -- I won't go back over all the issues that people
19 have already raised in terms of particulate matter,
20 the impact of air pollution but also the impacts of
21 noise pollution on the ability -- on people's health,
22 on the ability of children to learn. There have been
23 studies that show these things and I as a taxpayer we
24 are going to pay all of this money so that the
25 possible sea level rise may make this you know a

1 stranded asset somewhere under the bay. We really
2 don't know and it seems that predictions are not
3 really keeping up with the kind of a sea level rise
4 that we are experiencing around the world.

5 I also have been speaking to people who
6 feel very strongly that they want the jobs that are
7 going to come out of here and that are worth the
8 negatives in order to keep those jobs and I would
9 just say that that is putting people between a rock
10 and a hard place to have to say that some of the
11 people of Oakland who have never had access to good
12 paying, union jobs would have to take those jobs and
13 make a deal with the Devil to say, "I'll take this
14 job but it's going to affect my health and the health
15 of my children." That is a bad deal. That is a deal
16 with the Devil.

17 The other thing is not all these jobs are
18 great jobs. There's plenty of union people here who
19 can tell you that some of the workers at the airport
20 cannot even afford to pay for their health care.
21 Thank you.

22 MR. FULL: All right, thank you. All right.
23 Our next speaker is Jan Warren. She's followed by
24 Gracie. Gracie are you here? All right.

25 MS. WARREN: Hi.

1 MR. FULL: All right. Hold on just a second,
2 Ms. Warren. After you will be Trish Herrera Spencer.
3 Trish are you still here? Thank you. All right. Go
4 ahead please. Thank you.

5 MS. WARREN: Thank you. Thanks for offering
6 us this opportunity to --

7 MR. FULL: -- I'm sorry. Could you state
8 your name and spell it for the court reporter.

9 MS. WARREN: I'm going to, yeah. Sorry.

10 MR. FULL: That's okay.

11 MS. WARREN: Out of order. Jan Warren,
12 W-A-R-R-E-N. I live in Contra Costa County. We have
13 refineries that we live with in Contra Costa County
14 and people are impacted for generations out where I
15 live and so I don't support this expansion. I feel
16 like that you know we're not talking about cumulative
17 health. I heard people discussing why we want our
18 customers, our passengers to be more comfortable, and
19 yet you didn't seem concerned about your workers who
20 were going to be impacted out there on the tarmac.
21 They're like a you know just a casualty. The whole
22 idea of this renewable fuel is a -- it's a false
23 solution. The fossil fuel industry's doing
24 everything they can to stay alive and we want to
25 reduce our dependence on fossil fuel to stay alive.

1 I would suggest that if you want to do
2 something modernize so that you want your bigger jets
3 in here that are more efficient and can travel all
4 the way across the country without having to stop and
5 land, and take off, and create more pollution, go for
6 it but we don't need more you know gates to do that.
7 You can modernize and make it attractive for people
8 to continue to come out here while we work on the
9 rails and the other things that we need.

10 The majority of people if you look at
11 statistics don't fly very much or they don't fly at
12 all particularly if you're looking at a global
13 economy and those that do are you know the upper ten
14 and one percent and so all of the people who live
15 around here are impacted to enable those folks to fly
16 more frequently. And so I just ask you to think
17 about everyone in this process and I guess we'll see
18 each other again. Thanks.

19 MR. FULL: All right. Thank you so much.

20 All right. So I have Trish Herrera Spencer
21 and then my last speaker will be Blake Brydon, right
22 there, thank you.

23 MS. HERERRA SPENDER: Good evening everyone.
24 I'm Trish Herrera Spencer. T-R-I-S-H, H-E-R-R-E-R-A,
25 S-P-E-N-C-E-R. I am on Alameda City Council, I'm the

1 former mayor, I'm co-chair of the Airport Noise
2 Forum. I want to share that this issue will be
3 coming to Alameda City Council on September 5th. We
4 do not have meetings in August so that is our next
5 meeting. The agenda should come out in the end of
6 August approximately the 24th. You can be watching.
7 It's all on line. If you want to email City Council
8 you can email "CityCouncil-list," L-I-S-T,
9 "@AlamedaCA.gov." You can come and speak in person
10 at our meeting on September 5th. You can also Zoom
11 in so we do it both ways.

12 And I want to share now that this is my
13 personal comments. I serve on the Airport Noise
14 Forum because I get a lot of complaints about noise.
15 I did it while I was mayor and I'm a former mayor. I
16 served on that committee. We do a -- we do not get
17 paid for serving on that committee. I have done it
18 now that I'm back on City Council and there was a
19 comment earlier in regards to there are current
20 impacts. There are current impacts. I want to thank
21 everyone that is here from the Port because we do
22 have our quarterly meetings and many of the people
23 that attend the meetings on behalf of the Port are
24 here this evening and I want to thank each of them
25 because they have been working with us over years to

1 try to address this noise issue and the impacts of
2 noise and the impacts of next gen on that of having
3 planes fly over your home over and over again. I
4 want to recognize the clock that I, if there's
5 another opportunity to weigh in to get out Council to
6 weigh in. Thank you all.

7 MR. FULL: All right. Thank you. All right.
8 My last speaker here and then I will call the two
9 folks that weren't here, didn't identify themselves
10 before just in case but Blake Brydon you are next
11 please. Thank you.

12 MR. BRYDON: Thank you. My name is Blake
13 Brydon, B-R-Y-D-O-N. I'm a 45-year resident of Bay
14 Farm Island in Alameda. Thank you Trish for my
15 lead-in. I'm here to talk about -- I'm one of those
16 people that live under the jets. Take a walk in
17 North Field. I do get all the soot and everything on
18 my tent and everything. I have to do all the
19 cleanup. It's not easy. We get to see the jets of
20 Southwest when the weather changes every so often.
21 We have flights whether or not they're doing runway
22 work or whatever they go off the North Field. They
23 go directly over my house. I can waive to the pilots
24 and waive to the passengers. It's that bad.

25 Now the people that are on Bay Farm Island

1 are -- it's extremely noisy. We're in a bad
2 situation because God forbid if anything happens,
3 there's an accident or something, we are in a bad
4 place. And I don't know, I know everybody's bringing
5 up all different kinds of ideas and things and
6 they're all great and everything but we're living
7 with the noise problem on a daily basis and now you
8 may think this is a contradiction. I am in support
9 of you moving forward with the expansion. However, I
10 want the jets to stop going off the North Field and I
11 think to solve your problem is you need another
12 runway and I know that's not popular either but it's
13 time that Oakland Airport gets another runway so that
14 they can move other jets out further.

15 So I'm hoping that you'll seriously look at
16 that. I don't know if the Port has looked at it or
17 if it's been denied or whatever. I know it's an
18 environmental issue but it's time that Oakland
19 Airport has two runways. So that's what I have to
20 say and I'm hoping that you move forward. I know
21 it's going to be a good economic advancement for the
22 area; the jobs and everything else. I always am
23 proud of the fact that I live ten minutes away from
24 the airport and if everybody comes in or needs to
25 take off I'm there really quickly. So I guess it's a

1 little contradictory but I also just want to say that
2 something needs to be done about North Field and the
3 noise and I think it should be done. Thank you.

4 MR. FULL: All right. Thank you.

5 MS. LIANG: That is the end of our
6 presentation. The recording will be posted on our
7 project website where you will be able to view it.
8 Also I want to remind everyone how to provide public
9 comments. You can send an email to
10 termdev@portoakland.com. You can also fill out the
11 online form at our project website at
12 www.oaklandairport.com?terminaldevelopment. You can
13 also send comments to me Colleen Liang via U.S. Mail
14 at Port of Oakland, 530 Water Street, Oakland,
15 California, 94607. You can also participate in the
16 remaining public meetings.

17 A second in-person meeting will be held on
18 August 30th, 2023 from 11 a.m. to 12:30 p.m. Pacific
19 Daylight Time. We will also, here at the Hilton
20 Hotel, same location. We will also have another
21 virtual meeting on August 30th, 2023 from 6 p.m. to
22 7:30 p.m. Pacific Daylight Time. Our presentation
23 will be the same for all public meetings. However as
24 you have seen that the in-person meetings have an
25 open house format prior to the presentation. All

1 comments must be received by September 15th, 2023, 5
2 p.m. Pacific Daylight Time. If you're mailing
3 comments please account for mail delivery to ensure
4 that your comments are received on time. Thank you
5 again for participating today. I would also like to
6 thank the interpreters from International Contact,
7 the court reporter, and Academia De Mi Abuela
8 today with the child care provider. We will
9 now conclude the meeting. Thank you.

10 (The foregoing proceedings were
11 concluded at 7:40 p.m.)

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1 I, DAVID DISBROW, CSR No. 7768, Certified
2 Shorthand Reporter, certify:

3 That the foregoing proceedings were taken
4 in person before me at the time and place therein set
5 forth,

6 That the foregoing is a true and correct
7 transcript of my shorthand notes so taken.

8 I further certify that I am not a relative or
9 employee of any of the parties, nor financially
10 interested in the action.

11 I declare under penalty of perjury under the
12 laws of California that the foregoing is true and
13 correct.

14 Dated this 6th day of September 2023.

15

16

17

David Disbrow

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DAVID DISBROW, CSR # 7768

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