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OAKLAND TERMINAL MODERNIZATION
AND
DEVELOPMENT PROJECT
PUBLIC MEETING

Wednesday, August 30, 2023

11:00 A.M.

David Disbrow
Certified Shorthand
Reporter
CSR No. 7768

JD COURT REPORTING
30343 Canwood Street
Suite 206A
Agoura Hills, CA 91301
(818) 851-9910

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

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4 OAK TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

5

6 WEDNESDAY 8.30.23

7 11:00 A.M.

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9 PUBLIC MEETING FOR THE DRAFT ENVIRONMENTAL IMPACT
10 REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT
11 TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

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15 Wednesday, August 30th, 2023

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17 MS. LIANG: Good morning everyone. Thank
18 you for joining us at our public meeting for the
19 Draft Environmental Impact Report for the Oakland
20 International Airport Terminal Modernization and
21 Development Project. Before we begin our
22 presentation I would like to make sure everyone is
23 aware of the availability of Spanish and Chinese
24 language interpretation services. I will turn it
25 over now to the Spanish and Chinese interpreters who

1 will explain the interpretation services.

2 (Interpreters speak)

3 MS. LIANG: I'd also like to take the time
4 now to inform everyone that we have a court reporter
5 who will be making a transcript of this meeting and
6 we are also video recording the presentation and oral
7 comment portion of this meeting. We will now begin
8 our presentation.

9 Thank you again for joining the public
10 meeting on the Draft Environmental Impact Report for
11 the Oakland International Airport Terminal
12 Modernization and Development Project. My name is
13 Colleen Liang, Acting Director of Environmental
14 Programs and Planning for the Port of Oakland and the
15 main point of contact for the environmental process
16 for the proposed project. Joining me to present
17 today are Craig Simon, Interim Aviation Director for
18 the Port of Oakland, and Dave Full, Project Manager
19 for RS&H California.

20 Our agenda for the meeting is shown here on
21 the screen. The first topic on the agenda is
22 introduction of presenters which we just went over.
23 Next we will present the proposed project and summary
24 of the environmental impacts. Following the
25 presentation we will open up the meeting to allow the

1 public the opportunity to provide comments on the
2 Draft Environmental Impact Report or also known as
3 Draft EIR. If you would like to provide a verbal
4 comment following the presentation please fill out a
5 speaker card available at the sign-in table. We will
6 provide you with instructions later in the
7 presentation on how to provide written comments
8 during and after this meeting.

9 I would now like to introduce Craig Simon
10 the Interim Aviation for the Port of Oakland who will
11 provide some background on the proposed project and
12 an overview of the report. Craig.

13 MR. SIMON: Thank you very much, Colleen.

14 OAK is the main airport for the Greater
15 East Bay the most populated area in the metropolitan
16 San Francisco Bay Area. It is the closest airport to
17 most Bay Area residents and businesses. By roadway
18 and regional rail OAK enables excellent access to all
19 of the region's businesses, entertainment and tourism
20 venues. In addition to operating OAK the Port
21 oversees the Oakland Seaport and 20 miles of East Bay
22 waterfront. Together with its business partners the
23 Port supports more than 98,000 jobs in the region
24 with more than \$130 million in economic impact.

25 The airport includes South Field which

1 accommodates the commercial passenger and cargo
2 activity and North Field which was the original
3 airport and now accommodates corporate and general
4 aviation purposes and other supporting facilities.
5 The airport is served by several passenger and cargo
6 airlines. In 2019 the airport accommodated
7 approximately 13.4 million passengers, about 640,000
8 tons of cargo, and had about 242,000 aircraft
9 operations. The airport currently has 29 aircraft
10 gates in two terminals located in South Field.

11 Terminal 1 was built in the 1960's and
12 the airport has not kept up with the needs of the
13 modern day passenger or current seismic standards.
14 It is time to update these facilities. Also based on
15 market demand we anticipate approximately 24 million
16 annual passengers will pass through the airport by
17 2038.

18 For the past five years the Port has
19 discussed the proposed project and the environmental
20 process with community stakeholders including the
21 Airport Noise Forum and the Aviation Stakeholder
22 Advisory Committed. The Port is continuing the
23 discussion with today's presentation which will
24 provide you with the background information about the
25 proposed project, results of the environmental review

1 process, and how you can submit comments. The Port
2 has developed a website for posting information and
3 updates about the modernization and development
4 project as shown on the screen. Thank you again for
5 your participation today and for interest in our
6 efforts.

7 Now I'd like to introduce Dave Full with
8 RS&H who is the Port's environmental planning
9 consultant for the proposed project. Dave will
10 provide an overview of the California Environmental
11 Quality Act process and the proposed project.

12 MR. FULL: Thank you, Craig. For this
13 proposed project the Port is required to prepare
14 environmental documentation in compliance with the
15 California Environmental Quality Act or CEQA. The
16 CEQA process is primarily designed to identify and
17 disclose to decision makers and the public the
18 environmental impacts of a project prior to its
19 consideration and approval.

20 The CEQA process is intended to do the
21 following: Number one, to enhance public
22 participation in the review process; number two, to
23 encourage decisions; number three, to promote
24 coordination between Government agencies; and number
25 four to identify ways to minimize or avoid the

1 significant effects of a project.

2 It is important to note that the proposed
3 project also will be subject to approval by the
4 Federal Aviation Administration or the FAA. This
5 means that the proposed project is subject to a
6 separate federal environmental review process in
7 compliance with the National Environmental Policy Act
8 or NEPA. Thus the preparation of this EIR in
9 compliance with CEQA does not satisfy the requirement
10 to prepare NEPA documentation.

11 The CEQA process is prescriptive in that
12 the lead agency in this case the Port of Oakland must
13 follow the steps as outlined on the screen. You can
14 see where we are in that process by the red letters
15 on the screen.

16 Three separate documents are published as
17 part of the CEQA process. The first is the Notice of
18 Preparation which was published on May 7th, 2021.
19 The second is the publication of the Draft EIR which
20 occurred on July 17th, 2023. The third will be the
21 Final EIR. This document will include any revisions
22 to the Draft EIR that are necessary and responses to
23 all comments received during the public comment
24 period. The Port has identified four project
25 objectives for its implementation:

1 Objective number one is to modernize the
2 existing terminal facilities to optimize safety and
3 security for passengers and workers;

4 Objective two is to provide replacement and
5 new terminal facilities that are sized to efficiently
6 accommodate the market-based passenger demand at
7 industry standard levels of service and designed to
8 include the passenger experience.

9 The third objective is to modify and
10 replace the existing non-terminal facilities at OAK
11 to accommodate the market based demand.

12 And objective number four is to provide
13 adequate aircraft gates, aircraft parking, and
14 terminal facilities that are sized and configured to
15 accommodate the larger sized aircraft fleet that are
16 forecast at the airport.

17 As required under Section 15126(d) of the
18 CEQA guidelines the Draft EIR discussed a range of
19 reasonable alternatives to the proposed project that
20 would feasibly obtain most of the basic project
21 objectives along while avoiding or reducing
22 significant environmental effects.

23 The alternatives were screened using these
24 factors. The first factor considered reasonable
25 alternatives within the context of the Port's project

1 objectives. Under factor two screening alternatives
2 were evaluated in terms of constructability, cost,
3 level of service, and airfield operational
4 functionality considerations. Factor three screening
5 evaluated alternatives based on the potential effect
6 on specific environmental resources that are affected
7 by the proposed project. The alternatives were all
8 evaluated using all three of these factors to
9 determine if any alternative would be considered
10 feasible to implement.

11 So we have a total of eight alternatives
12 which include the no-project alternative and all of
13 those were evaluated against these screening factors.
14 Those alternatives include on airport environmental
15 avoidance alternatives, off-airport alternatives as
16 well as on-airport terminal development areas which
17 is what you see on the screen before you.

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

1 describe each one in greater detail in the next few
2 slides, these six categories are demolition,
3 passenger terminal improvements, airfield
4 improvements, landsite improvements which includes
5 vehicle parking, airport support facilities and
6 utility improvements.

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

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

1 ticketing, baggage check-in, baggage claim, and
2 security screening as well as constructing expanded
3 international arrival facilities.

4 The new terminal would be constructed as a
5 new single-level terminal processor with a two-level
6 concourse and it would be located north of the
7 existing terminal complex. That terminal would
8 provide areas for passenger check-in, passenger
9 security screening checkpoint, baggage claim and
10 other amenities and there would be new connectors
11 that would provide access between the new terminal
12 and the existing terminal complex. Upon the
13 completion of the passenger terminal project
14 components OAK would have a total of up to 45
15 aircraft gates which is a net increase of 16 gates
16 over the number of existing gates at the airport.

17 The proposed airfield improvements would be
18 implemented to provide areas required for the safe
19 movement and parking of aircraft and related service
20 equipment that are associated with the proposed
21 project. It's important to note that runway
22 modifications are not part of the proposed project.

23 A variety of improvements are needed to
24 support the construction of the proposed new terminal
25 and to provide access to the proposed new terminal.

1 These landsite improvements include construction of a
2 BART-access covered walkway and that covered walkway
3 would go to the proposed new terminal, the extension
4 of the terminal curbside, and the construction of the
5 return-to-terminal connection for vehicles.

6 Proposed landsite improvements also include
7 the removal of both public and employee parking
8 spaces as shown on this slide. To ensure that there
9 are enough parking spaces 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, a remote
15 and cargo airfield parking positions, and an airline
16 support building.

17 Finally, a variety of improvements would
18 need to be made to the existing utility systems at
19 the airport to accommodate the increase in square
20 footage, the increase in the number of aircraft
21 gates, and the relocation and reconfiguration of
22 existing aircraft parking positions. This includes
23 an expansion of the central Port utility plant and an
24 upgrade to the fueling system.

25 CEQA has identified various environmental

1 categories that CEQA documentation should cover.
2 These categories are listed on this slide. Through
3 the preparation of the Notice of Preparation the Port
4 determined that the following environmental
5 categories would not be affected by the proposed
6 project and were not included in the Draft EIR.
7 These include agricultural and forest resources,
8 mineral resources, population and housing,
9 recreation, and wildfire.

10 Now I'm going to talk about a variety of
11 different resource areas of interest and the first
12 one is the air quality, greenhouse gas emissions and
13 human health risk assessment. For air quality and
14 greenhouse gas emissions construction-related
15 emissions are from the use of the construction
16 equipment, construction worker vehicle trips, and
17 dust generation from earth moving and demolition
18 activities. These emissions were compared to
19 establish thresholds and were determined to be less
20 than significant.

21 Operation-related emissions are from
22 aircraft operations as well as passenger and worker
23 vehicle trips.

24 The air quality and greenhouse gas emission
25 impacts analyzed are based on future levels of

1 aviation activity that are forecast to occur at OAK
2 regardless of whether the proposed project is
3 implemented. Most of the emissions are from aircraft
4 operations and this would be potentially significant
5 and unavoidable.

6 The Port would include zero emission
7 opportunities and sustainable design into its
8 development to help meet zero emission goals. The
9 Port would also install electrical infrastructure in
10 the new terminal and relocated cargo area.

11 In addition, Southwest Airlines the largest
12 air carrier at OAK is currently using sustainable
13 aviation fuel at OAK. Southwest's goal is to replace
14 ten percent of its total jet fuel consumption with
15 sustainable aviation fuel by 2030. The Port will
16 continue to work with its airline tenants on
17 opportunities to bring in more sustainable aviation
18 fuel to Oakland.

19 While these measures and initiatives I just
20 talked about would continue to be implemented at OAK
21 the Draft EIR took a conservative approach to the air
22 quality and greenhouse gas analysis and those
23 initiatives and measures were not included in that
24 analysis.

25 For the human health risk assessment it was

1 conducted to assess changes to health impacts for
2 people during construction and operation of the
3 proposed project. Chronic and acute non-cancer human
4 health hazards would be significant for on-airport
5 workers but not significant for residents in the
6 airport vicinity. The majority of human health
7 hazard effects for on-airport workers would result
8 from aircraft operations.

9 My next area of interest is noise. Noise
10 impacts from construction equipment expected to be
11 used for the proposed project were evaluated by
12 considering the different types of construction
13 activities and calculating construction-related noise
14 levels at nearby noise-sensitive receptors.
15 Estimated construction noise levels indicate that
16 exceedances of the City of Oakland's limits would
17 occur at three receptors in 2025, at thirteen
18 receptors in 2026, and one receptor in 2027.
19 Mitigation measures would be used to reduce that
20 construction noise impact. These measures include
21 monitoring construction noise, implementing
22 construction scheduling, and implementing
23 construction equipment restrictions.

24 To evaluate aircraft operation noise
25 impacts noise levels associated with the proposed

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

16 My next area of interest is transportation
17 and for that we turn to Vehicle Miles Traveled or VMT
18 which is the calculation of every trip taken by a
19 person multiplied by the length of that trip. The
20 VMT was determined based on vehicle trip generation,
21 passenger enplanements, and average trip length. I
22 just used a term, "passenger enplanements" that's
23 probably worth me defining for folks. It is simply
24 the number of people that get on a commercial
25 aircraft at OAK and that is a standard measure that

1 is used by the FAA. So as shown the VMT per
2 enplanement with the proposed project in 2028 and
3 2038 would be less than the VMT per enplanement under
4 2019 conditions.

5 The proposed project would demolish the
6 Terminal 1 ticketing and baggage claim building
7 which was designed by noted Oakland architecture firm
8 Warnecke and Warnecke. Demolition of this building
9 and you see a picture of the building on the slide
10 would be considered a potentially significant impact
11 on a historical resource. As mitigation a Historic
12 American Building Survey report or a HABS report will
13 be prepared prior to demolition and public
14 interpretative materials would be developed.

15 The proposed project would not cause a
16 substantial adverse change in the significance of any
17 known archaeological resources.

18 For biological resources the airport
19 occupies 2,600 acres and that includes wetlands and
20 other upland habitats comprised of non-native annual
21 grasslands, monotypic stands of pampas grass and ice
22 plant, developed areas, bare ground, and gravel.
23 These biological resources are shown on this slide.
24 Most of the wetlands within the airport are non-tidal
25 and occur mainly east and west of the airport

1 terminals and south of the main runway.

2 Most of the airport is paved. However the
3 proposed project would result in the loss of less
4 than one acre of wetland and that wetland is
5 described as a low quality linear drainage feature
6 and it's in two locations. One is adjacent to
7 Taxiway B or Taxiway Bravo and the other is west of
8 the proposed North Field lot. Impacts to these
9 features would be offset through wetland credits
10 already purchased by the Port from the San Francisco
11 Bay Wetland Mitigation Bank and that would reduce the
12 impact of the proposed project to a less than
13 significant level.

14 So re visiting the EIR process flow chart
15 that I showed you earlier I want to reiterate what
16 the next steps are. The Port has extended the
17 public comment period to October 16, 2023 and the
18 Port will accept comments until 5 p.m. Pacific
19 Daylight Time on that date. The next step following
20 that public comment period is to prepare responses
21 to the comments that are received and those will
22 be included in the Final EIR. There will be
23 public notification that the Final EIR has been
24 completed and is available to the public prior to
25 certification by the Board of Port Commissioners.

1 And then regarding NEPA the FAA will be the
2 lead agency for NEPA. The FAA has not determined a
3 schedule yet for the NEPA documentation so
4 information about the NEPA process will be available
5 at a later time when we know more about it. Colleen.

6 MS. LIANG: Thanks, Dave. Here are the four
7 ways to provide comments on the Draft EIR. The first
8 is to send an email to termdev@portoakland.com.
9 That's T-E-R-M-D-E-V@portoakland.com.

10 The second is to use the on-line form
11 that's found on our project website at
12 www.oaklandairport.com/terminaldevelopment.

13 The third is to provide comments via U.S.
14 Mail. Send those comments to me Colleen Liang, Port
15 of Oakland, 530 Water Street. Oakland, California
16 94607.

17 The fourth is to provide your comments here
18 today during the public meeting or at the virtual
19 public meeting that will be held later today August
20 30th, 2023 at 6 p.m. All comments must be received
21 by 5 p.m. Pacific Daylight Time by October 16th,
22 2023. Please account for mail delivery to be sure
23 your mailed comments are received on time. Official
24 comments will be received verbally and in writing
25 during this public meeting.

1 To provide comments in writing fill out a
2 comment form at the comment table in the back of the
3 room.

4 To provide comments verbally please fill
5 out a speaker card at the sign-in table at the front
6 doors. We will call on speakers in order of when the
7 speaker cards are received. Once your name has been
8 called as a speaker please stand and we will bring
9 you the microphone. Before providing your comment
10 please state and spell your name for the record. In
11 addition if you are representing an agency or an
12 organization please state the name of that agency or
13 organization.

14 Each speaker will have two minutes to
15 provide their comment. Once you have identified
16 yourself we will start the 2-minute clock and you may
17 provide your comments. Each speaker is allowed one
18 opportunity to speak and you will not be permitted to
19 cede your time to another person. If you have
20 additional comments please submit them through the
21 other ways that we just described earlier.

22 All verbal comments will be part of the
23 public record for the project and we will respond to
24 them in the Final Environmental Impact Report. There
25 will not be a verbal response. Any questions will be

1 treated as a comment and will be part of the public
2 record. Also important is to remind everyone to be
3 respectful of others and to use appropriate language
4 when making comments. These comments will be part of
5 the public record for the project.

6 MR. FULL: All right. I do have some speaker
7 cards and what I'm going to do is read off the names
8 of people in the order that they were received and
9 I'm going to give the first person, I'll identify who
10 that is and I'll identify the next speaker as well so
11 you can be prepared okay? We have Marissa back there
12 and she has one of the microphones and Emily is over
13 here with the other microphone so they will come
14 bring the microphone and they'll hold out a
15 microphone for you. You're going to pretend like a
16 journalist and you're going to be providing your
17 comments that way okay? So my first speaker is
18 Ariella Granett. Okay, Ariella's here. And the
19 next speaker will be Heather MacLeod. Now Heather
20 where are you? Oh, next to you. Okay, great. Thank
21 you.

22 And I also should say this right from the
23 beginning that if I mispronounce your name I
24 apologize. I'll do my best but this way you will get
25 to say your own name and if you would state it and

1 spell it and then we'll start the 2-minute clock.

2 Ariella?

3 MS. GRANETTE: Hi. My name is Ariella
4 Granett; A-R-I-E-L-L-A, G-R-A-N-E-T-T. I'm a
5 steering committee member of the "Stop OAK Expansion
6 Coalition." We're a group of 63 grass roots
7 organizations all concerned about this plan to expand
8 the airport and I am here on behalf of 460 people who
9 could not make it today. I have letters from them
10 and I'm going to read the petition letter and then
11 hand it over to you. Most of these people also put
12 individualized comments on these letters but the main
13 petition reads, "Dear Board -- Dear Port of Oakland
14 Board of Commissioners. Oakland Airport is planning
15 an expansion to add 16 new gates putting the
16 community and climate at risk. I urge the Port of
17 Oakland to stop the planned Oakland Airport expansion
18 for these ten reasons: We are in a dire climate
19 emergency and flying fries the planet, more flights
20 equal more global warming, environmental justice,
21 refinery to runway, aviation exposes front line
22 communities to air pollution and health risk. More
23 flights equal more pollution.

24 Reason three, aviation is hard to
25 decarbonize and biofuels are not the answer. Number

1 five, it's too much noise. More flights equal more
2 noise. Maybe this is number five. Sea level rise
3 threatens shoreline development. Six, labor rights
4 are at stake. Seven, inequity. Flying is an elite
5 privilege with high costs for everyone else and we
6 have alternatives, invest in rail. Reason nine, we
7 have alternatives like remote business conferencing,
8 and reason ten we need to shift towards climate just
9 transportation."

10 So thank you for handing these comments to
11 the Board of Commissioners and we would love to
12 engage in a dialogue with the Board of Commissioners
13 and meet face-to-face and discuss all of these
14 issues. Thank you.

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

16 Heather MacLeod is our next speaker and
17 following Heather is Walter Allen. Walter are you
18 there? Thank you. All right. Heather, please state
19 and spell your name and then your two minutes will
20 begin.

21 MS. MACLEOD: My name is Heather MacLeod,
22 pronounced perfectly, thank you. H-E-A-T-H-E-R,
23 M-A-C-L-E-O-D. I'm a teacher and I live in East
24 Oakland. I'm with "Stop OAK Expansion Coalition."

25 My students have learned from experience

1 that climate change is real. They've worn masks at
2 recess because of smoke from wildfires, they've had
3 after school classes canceled because of high winds
4 and rain, they've been affected by asthma. They're
5 really sad about the extinction of lemurs and other
6 mammals. They know that climate change is created by
7 fossil fuels and they know that we need to cut our
8 emissions in half and they're really confused about
9 why we adults don't seem to take this seriously.

10 This DEIR is irresponsible in a literal
11 sense. It says expanding the airport will put
12 pollutants in the air that will harm the health of
13 workers and people who live nearby, that it will
14 increase greenhouse gasses that cause global warming
15 but it fails to take responsibility for these
16 respects simply saying that the Port does not have
17 the ability to regulate airplane emissions so they're
18 unavoidable. They're only unavoidable if you build
19 it because if you build it they will come. I won't
20 tell my students that asthma is unavoidable, that
21 climate change is unavoidable.

22 The point isn't what you can regulate.
23 It's the effects of what you choose to do. By
24 building 16 more Port gates the Port is responsible
25 for inviting, encouraging, and enabling increased

1 airline emissions. Please don't expand the airport.
2 I know it is needed the change of plan that you've
3 worked on for so long but there are other ways to
4 make money, there are other ways to travel.

5 Last year I traveled to San Diego five
6 times, three times by overnight Flix and Greyhound
7 buses, once by train, and once in my Chevy Volt. I
8 can't regulate the pollution coming from airplanes
9 either but I can decide to cut the pollution I create
10 and so can you. Thank you.

11 MR. FULL: All right. Thank you. Yeah. The
12 court reporter asked me to tell the speakers to slow
13 down just a little bit to make sure he gets all the
14 words in and so thank you very much. Okay. So our
15 next speaker is Walter Allen. Walter is right there.
16 Marissa is coming around. And then after Walter will
17 be Sanjay Garla. Sanjay is right there. Okay,
18 great. Mr. Allen you are ready --

19 MR. ALLEN: Walter Allen, W-A-L-T-E-R,
20 A-L-L-E-N. I am an Oakland resident and a business
21 owner. I'd like to express support for the project
22 for jobs and opportunities. There's a lot of crime
23 in East Oakland at this point and I think part of
24 that is because of a lack of jobs and training. I
25 think a job will keep people off the streets. Also

1 it creates other tax revenues besides parcel tax.

2 Also I can see Oakland as being an
3 alternative for easy access and also if Oakland went
4 away we all would have to go to San Francisco and
5 that's not good at all. I ask that the Port of
6 Oakland please work in the area to support and clean
7 up and provide jobs and opportunities and reduce Co2
8 emissions.

9 I see the airport and the coliseum as book
10 ends on major development. At the coliseum you have
11 BART, you have the 880 highway, AC Transit. It's a
12 great place for TOD development for more housing
13 which we need and the airport would feed that and
14 then with the convention center it would compete with
15 San Francisco and the drive between this location and
16 that location is much less than what's going on in
17 San Francisco from their airport to downtown, less
18 vehicle miles traveled in that regard. Hopefully,
19 Oakland can find other ways to support East Oakland
20 40-by-40 as well. And I also like -- I support the
21 overpass.

22 To those who oppose the project, please do
23 tell me what you're doing to reduce Co2 emissions.
24 As I drove up here today I saw two EV's, I saw no
25 bikes, I don't know if anybody car pooled or not, I

1 don't know if you're putting solar on your homes or
2 not but please do take those things and use public
3 transit whenever you can.

4 Once again, I support the project, wish you
5 all the best of luck. Thank you.

6 MR. FULL: All right. Thank you. Our next
7 speaker Sanjay Garla and after Sanjay will be David
8 Foecke. David is in the back in the corner. Okay.
9 Please go ahead sir. State and spell your name and
10 then your two minutes will begin.

11 MR. GARLA: Sure. Good afternoon. My name
12 is Sanjay Garla, S-A-N-J-A-Y, Garla, G-A-R-L-A. I am
13 the first vice-president for EIU United Service
14 Workers West. We're a union that organizes and
15 represents workers in low wage service industries.
16 We represent airline contracted workers that work
17 both above the wing doing passenger service and then
18 also below the wing doing cargo and fueling and all
19 sorts of functions. We're here in support of the
20 "Stop OAK Coalition." We're opposed to the expansion
21 of Oakland Airport and one of the you know other
22 comments will be about a lot of things but I want to
23 focus on the impact on workers.

24 It seems pretty well understood that for
25 workers that are coming to the airport every day the

1 impact on their health is pretty severe. We have
2 members that have COPD, asthma, and like other
3 conditions and have never smoked a day in their life.
4 They're oftentimes these employees also live around
5 the airport or in airport-adjacent communities so
6 they're breathing the stuff of every day yet
7 Southwest Airlines in particular doesn't have a
8 mitigation plan, the airport doesn't have a
9 mitigation plan to ensure that the workforce who they
10 get paid a few dollars more than minimum wage and
11 can't afford the health care that's provided to them
12 so they don't have access to health care but they're
13 taking on the brunt of a project like this.

14 I want to end on sustainable aviation fuels
15 is actually a misnomer. They're neither sustainable
16 nor is it proven that they have any like they have
17 the most harmful impacts are being mitigated for the
18 workers, nitrous oxide in particular. So we're
19 opposed to the project and we ask that the airport do
20 everything that it can to support the health and
21 safety of workers on the ground.

22 MR. FULL: All right. Thank you. David
23 Foecke is up next and then after David will be Lin
24 Griffith. Lin where are you? There you are. Thank
25 you, Lin. All right. David please state and spell

1 your name and your two minutes will begin at that
2 time.

3 MR. FOECKE: David Foecke, F-O-E-C-K-E. I'm
4 here today because I have a 9-year-old son and I made
5 a personal vow that on my death bed I will be able to
6 tell him that I did everything in my power to leave
7 him a livable world and that's one of the reasons
8 why your EIR is woefully inadequate because it fails
9 to take into consideration input of at least two
10 directly impacted communities one of which is young
11 people. They are not here tonight. They need to
12 hear from -- you need to hear from them and I
13 guarantee you that you will hear from them because if
14 it takes them going to Court like it did in Montana,
15 like they're doing in Hawaii, like they're doing with
16 the federal government. You will see them in Court
17 so I suggest that you actually organize a public
18 hearing where the organizations that represent young
19 people, especially young people in East Oakland, can
20 come and speak to you and don't limit their input to
21 two minutes.

22 The second community that's missing here
23 are the low income communities of color who are
24 already impacted by air flight emissions. And I want
25 to address one widely speculative number in your EIR

1 which is 24 million passengers. It does not take
2 into account a growing movement of people who like
3 myself can respond to the earlier speaker have chosen
4 to forego flying. Those numbers are going to grow
5 and will dwarf the 24 million because 15 years from
6 now when the wildfires are a weekly daily event all
7 around the world more and more people are going to be
8 making that choice.

9 So I appeal to all of you who work for the
10 Port of Oakland envision yourself on your death bed,
11 what will you tell your child, your grandchildren,
12 when they ask you, "what role did you play? Did you
13 add fuel to the flames of global warming or did you
14 do everything in your power to put out the flames?"

15 MR. FULL: All right. Thank you. Lin
16 Griffith, there you are, and then following Lin is
17 Ann Harvey. Ann, up here in the front. Okay,
18 great. Thank you. Lin if you would please state and
19 spell your name and then your two minutes will begin.

20 MS. GRIFFITH: Lin Griffith, L-I-N,
21 G-R-I-F-F-I-T-H. Of course the airport must be
22 maintained and maintaining it in a way that is more
23 modern is appropriate but I am concerned about the
24 financial wisdom of this expansion of 16 gates.

25 One reason given in the DEIR for the need

1 to expand flight capacity is the projected increase
2 in population to the Bay Area. The expansion plan
3 has been in the works for a number of years and
4 before the pandemic it did appear that the Bay Area
5 population would continue increasing indefinitely but
6 that is no longer the case. Many people are leaving
7 so the actual increase we are seeing is very slight.
8 The Port needs to adjust the plan to suit the new
9 reality.

10 Another reason given for expanding flight
11 capacity is an increase in market demand over which
12 the Port claims to have no control. I hear radio ads
13 every day designed to bring travelers to Oakland's
14 airport rather than to any other. That is not the
15 sign of an inevitable market demand increase and it's
16 not the sign of an increase that the Port has no
17 control over. Clearly it is constantly working to
18 grow market demand. Then building a terminal with 16
19 new gates is sure to induce demand far beyond what
20 demand growth might naturally occur. Right there is
21 surely an effort to bring the market to this
22 particular airport. Even if market demand does grow
23 some, surrounding airports in San Francisco, San
24 Jose, Sacramento, and Santa Rosa will also take up
25 portions of that demand and the DEIR does not account

1 for that. And finally as was just mentioned many
2 people will choose not to fly for good reason.

3 The Port of Oakland would do well to study
4 more carefully the need they see for increasing
5 flight capacity. Historically --

6 MR. FULL: -- all right, thank you. Your two
7 minutes are up. Thank you. All right. Ann Harvey
8 here and then I have Rosalinda Lorenzo. Rosalinda?
9 Okay. Thank you.

10 MS. HARVEY: Hi. Ann Harvey, A-N-N,
11 H-A-R-V-E-Y. A couple days ago the executive
12 director of the Port of Oakland, Danny Wong, was in
13 Hayward testifying in the trial between the would be
14 developers of a coal export terminal and the City of
15 Oakland. I thank the Port of Oakland for rejecting
16 unanimously by its commissioners a decade ago the
17 pursuit of a coal export terminal by this same Utah
18 coal company. I'm distressed that now the Port is
19 planning this airport expansion. Just like a coal
20 terminal it would enable a sizeable increase in
21 Oakland's and the whole Bay Area's greenhouse gas
22 emissions and our contribution to the climate
23 breakdown and it would increase air and noise
24 pollution in the environmental justice community in
25 East Oakland.

1 I think it was -- to me it's a little
2 offensive how when you presented the noise increase
3 you said since it's expected to be 1.5 decibels
4 increase over areas that already have excessive noise
5 that that's considered insignificant. That's sort of
6 an aside but like a coal terminal it would saddle us
7 Oakland taxpayers with a stranded asset when people
8 do change their behaviors and stop flying as much
9 because we must. The climate crisis just the tip of
10 the iceberg now has become so apparent that people
11 are coming around that we need to change on an
12 individual and a macro level our behaviors to
13 drastically cut our greenhouse gas emissions.

14 One international flight basically doubles
15 the whole annual greenhouse gas emissions
16 attributable to any Bay Area resident.

17 MR. FULL: All right. Your two minutes are
18 up. Thank you. All right. Rosalinda Lorenzo is
19 right there thank you and after Rosalinda will be
20 Gary Hughes. Where's Gary? Gary's right here.
21 Okay, great. Rosalinda? Does she need the
22 interpreter? Okay. Very good, very good.

23 MS. LORENZO: So thank you everyone for the
24 opportunity to be here this afternoon. I'm very
25 pleased to be here. My name is Rosalinda,

1 R-O-S-A-L-I-N-D-A. So I came here along with
2 Junior and I live nearby here in Oakland near to the
3 airport. I work as a cleaning the cabins.

4 So regarding to this expansion I have a
5 child and he's afflicted with asthma and I do believe
6 that through the expansion there's going to be an
7 increment on pollution and this will be effect
8 equally both children and the elderly and this is
9 much worse because it's affecting our children who
10 happen to be our future. As I just said I work in
11 the cleaning and for us as workers we need an
12 increment in our salaries as well as protection to
13 our health. Please support us we are requesting.
14 Thank you.

15 MR. FULL: Thank you. Okay. Gary, I'm going
16 to have you speak in just a second but it is 12:26
17 and we will take anybody who wants to speak. I need
18 to have your speaker card before 12:30 so if you do
19 want to speak make sure you fill out a speaker card
20 and turn it in and we will stay here as long as I
21 have speaker cards that have been turned in before
22 12:30, all right? So Gary you are going to be up and
23 then you're going to be followed by Jane Perry. Jane
24 is right there. Okay. Great. Thank you. And Gary,
25 oh there you are. Thank you, Gary.

1 MR. HUGHES: Hello. My name is Gary Hughes.
2 That's G-A-R-Y, H-U-G-H-E-S and I work as the
3 "Americas" program coordinator with the organization
4 "Biofield Watch" and we're a member of the "Stop OAK
5 Expansion," and the first thing I want to say is my
6 appreciation for the fact that the deadline of
7 providing written comment has been extended. It
8 helps me a lot. I'm just now getting up to speed on
9 some of the documentation and all but I wanted to
10 raise a point right away that falls strictly within
11 the work that we do about addressing the industrial
12 bio-energy sector is I found that the reference to
13 sustainable aviation fuel to be a little bit
14 disturbing because my cursory review of the DEIR is
15 that there's no environmental review within the DEIR
16 addressing sustainable aviation fuel. So you can't
17 really have it both ways where you wash your hands of
18 the greenhouse gas emissions from increased aviation
19 and then suggest that there's some sort of solution
20 for it.

21 So in your public messaging and in your
22 future efforts on these types of public hearings I
23 would suggest that you drop all reference to
24 sustainable aviation fuel because it's totally
25 outside of the scope of the DEIR. But what is

1 interesting is that a judge just ruled in Martinez
2 that the environmental review under CEQA of the
3 Phillips 66 refinery conversion to liquid bio-fuels
4 was totally flawed and inadequate and it was
5 decertified. The judge unfortunately didn't provide
6 any sort of injunction but it's a signal of the fact
7 that the community has been weighing in strongly on
8 the harms arising from liquid bio-fuels and our
9 voices have been ignored and it took litigation to
10 ensure that it was heard.

11 So there's a crisis in climate governments
12 occurring right now in the Bay Area and there's a
13 certain head in the sand approach to what's happening
14 with the climate. The fact that you suggest that you
15 can expand the number of flights in and out of
16 Oakland International Airport and that it actually is
17 like somehow going to be made okay by schemes like
18 bio-fuels and offsets so that's my brief comment
19 right here. Two minutes is a very short amount of
20 time but I'm glad I got a chance to say something.
21 Thank you.

22 MR. FULL: All right. Thank you. Our next
23 speaker is Jane Perry and Jane will be followed
24 Michelle Ingram. Michelle? Thank you. Go ahead,
25 please.

1 MS. PERRY: Hi. My name is Jane Perry,
2 J-A-N-E, P-E-R-R-Y. I'm an Oakland resident and I'm
3 a member of "100 Grandmothers For Future
4 Generations." I truly hope that you are safe and
5 healthy and that you and your loved ones have
6 everything that you need. I appreciate that you've
7 started this process way before we had the multiple
8 pandemics that started in 2020. We learned an awful
9 lot of humbling, humbling information and heartfelt
10 lessons about how we are all together in this climate
11 and justice crisis as a planet and I really
12 appreciate that you're here listening to us.

13 I have three thoughts. One is it's really
14 important to stand together with the workers who are
15 on the front lines and if they're saying they're not
16 healthy than this project doesn't feel sustainable to
17 me. The second thought I have is that the
18 communities that live and are in unattainable levels
19 of health and safety in the air and we have evidence
20 of that hearing directly from a comment previously
21 that sac-fly zones are no longer acceptable as a
22 compassionate way that we as a community keep each
23 other safe and healthy. The third thing is I
24 appreciate that you started this long ago before we
25 began to think about what working and traveling means

1 and we're just at the beginning of understanding what
2 it's going to look like with remote work and to
3 compare 2019 data as your baseline --

4 MR. FULL: -- your two minutes are up. Thank
5 you. All right. Michelle Ingram is here and then
6 following Michelle will be Trish Herrera Spencer.
7 Trish are you here? Oh, she's over there. Thank
8 you, Trish. Let's see, Michelle yes, thank you.

9 MS. INGRAM: Hi. My name is Michelle Ingram.
10 That's M-I-C-H-E-L-L-E, I-N-G-R-A-M. I'm a resident
11 of Alameda. I live in Bay Farm. To get an idea of
12 where I live when you watch the Blue Angles go over
13 they come right over my house. I don't call in
14 complaints about the Blue Angels but I spend a lot of
15 time calling in to different flights on the -- that
16 come out of the North Field. My concern is as the
17 traffic on the main runway increases from the 16
18 gates that the voluntary noise abatement program on
19 the North Field will not be abided by. I've observed
20 over the years that during big sports events a lot of
21 the corporate jets will fly out of the North Field
22 with no regard for the noise that they create in Bay
23 Farm Island and Harbor Bay.

24 I worked for several years as a CLASS
25 member. CLASS was the citizen's group that

1 represents Harbor Bay and Bay Farm and I've just been
2 real disturbed by the commercial aircraft that
3 occasionally come over the North Field. It feels
4 like we're having an earthquake. I'm concerned that
5 with the increase -- basically I'm concerned that
6 with this increase in traffic that the situations
7 that we've had to deal with the noise will just
8 continue to increase. Thank you.

9 MR. FULL: All right. Thank you. All right.

10 Trish Herrera Spencer is over there. After
11 Trish and it is 12:30 so I don't -- do I have any
12 other cards, Marissa or Emily? No other cards?
13 Okay. Good. Trish, you're up and then you're going
14 to be followed by Casey Coward. Is Casey here? Over
15 here. Thank you, Casey. All right. Trish, please
16 go ahead.

17 MS. HERRERA-SPENCER: My name is Trish,
18 T-R-I-S-H, Herrera, H-E-R-R-E-R-A, Spencer,
19 S-P-E-N-C-E-R. I currently serve on the City Council
20 for the City of Alameda. I'm a former mayor of the
21 City of Alameda. I also am the co-elected leader
22 chair of the Airport Noise Forum. I'm speaking today
23 in my individual capacity. I want to thank the Port
24 for expanding the time to respond to the EIR. I
25 think that's very, very important. The matter is

1 coming to the Alameda City Council. It was going to
2 come on the 5th. I think it's being extended so
3 those of you that want to participate in that can
4 watch the agenda.

5 I want to speak in regards to the substance
6 of the expansion. The numbers are actually hard for
7 me to figure out what we're really talking about but
8 what has been shared by the Port is the passenger
9 increase from the base year of 2019, 13.4 million,
10 and an anticipated increase to 24.7 million in 2038
11 which is an 84 percent increase in passengers. The
12 belly cargo increase almost 10,000 tons to
13 approximately 25,000 tons a 154 percent increase.

14 When I asked the questions in regards to
15 how many more flights that would actually look
16 like, I can't find that. I want to know -- I'm
17 looking for you know how many more flights are we
18 anticipating and what will the hours be then because
19 we already know flights are going off earlier in the
20 morning than they used to be and then we could
21 actually try to figure out if we're having a double
22 or a triple increase in the number of planes then how
23 does that impact our air quality and the noise and
24 noise does impact health.

25 All the back bin monitors in the EIR none

1 of them are on in Alameda. They're in Oakland West,
2 East, Laney College. How do we get the monitors
3 closer to the airport so we actually have real data?
4 Thank you.

5 MR. FULL: All right. Thank you. Our next
6 speaker is Casey Coward and Casey will be followed by
7 Berta Gelber. Berta, where are you? Thank you. All
8 right. Casey, please go right ahead.

9 MR. COWARD: C-A-S-E-Y, C-O-W-A-R-D. I'm
10 with SEIU/USWW the labor union. We represent
11 essential workers in low wage industries. It's folks
12 like our members and their communities who are first
13 in line for the direct harms of climate change and
14 air pollution. This is an environmental justice
15 issue. Communities adjacent to airports have nearly
16 twice the proportion of people of color than the
17 population at large. The census track that we're in
18 right now is a majority Hispanic. It's 98 percent
19 non-white. It also happens to be in the 99th
20 percentile for asthma, the 98th percentile for low
21 birth rate. What those two things have in common is
22 there have been recent studies tying them to
23 residents near an airport.

24 Airports are among some of the biggest
25 sources of local -- of harmful pollutants. Air

1 travel is among one of the largest sources of
2 greenhouse gas emissions in the State. It's a
3 massively impactful polluting industry and it's just
4 growing. International aviation is projected to grow
5 up to 700 percent by 2050. We induce that growth
6 with projects like this. The EIR here makes the
7 assumption that Oakland's substantial increase in
8 flight activity in the coming decades will happen
9 with or without the project but it's not unavoidable,
10 it's not a force of nature. It's a deliberate
11 business decision being made by a corporation
12 facilitated by the airport. Don't take my word for
13 it. From this airport's own forecast last year
14 Southwest Airlines' continued growth is vital to this
15 airport's overall growth. One of the justifications
16 for those projections was, another direct quote,
17 "Southwest Airlines' specific plans for growth in
18 Oakland."

19 The trade group that all domestic airlines
20 are a part of is currently suing the City of San
21 Francisco to undo a law that provides family health
22 care for airport workers. The workers were first in
23 line for the harms of that industry's activity so
24 until this industry stops treating its workers that
25 way until this proposed project reflects that you

1 know a much more serious interest in protecting front
2 line communities. We have a very hard time
3 justifying this kind of expansion at the moment.
4 Thank you.

5 MR. FULL: All right. Thank you. Okay.

6 Berta Gelber is our next speaker and she
7 will be followed by Jack Fleck. Jack, thank you.

8 Please go ahead.

9 MS. GELBER: Hi. My name's Berta, B-E-R-T-A,
10 last name's Gelber, G-E-L-B-E-R. I'm a resident of
11 Bay Farm Island. I live two blocks down from the
12 harbor or one block from the harbor base ferry and I
13 bought in 1991 when it was the Oakland Municipal
14 Airport and there was the expansion -- there was an
15 expansion in 2006 with five gates and I did notice an
16 uptick in the noise and since I retired om 2012 it's
17 almost unbearable, can't open a window we have
18 dual pane windows and even with it closed the noise
19 is unbearable at certain times of the day and in the
20 evening, midnight, they're still flying the planes
21 overhead. During the summertime got to keep the
22 windows closed because the noise is just unbearable
23 and if this expansion goes through it just won't be
24 unbearable it will be unlivable and that's my
25 personal experience.

1 MR. FULL: All right. Thank you much. Jack
2 Fleck you are our next speaker and our last speaker
3 will be Jose Luis Pavon. Right there, okay.

4 Perfect. Thank you. Mr. Fleck please go ahead.

5 MR. FLECK: Hi. I'm Jack Fleck, J-A-C-K.
6 Fleck, F-L-E-C-K and I'm with "350 Bay Area" and
7 we're part of the "Stop Oakland Airport Expansion
8 Coalition," and I spoke last time. I'm a
9 transportation engineer and I tried to make the case
10 which I think is totally true that when you build
11 something with a new supply you expand the induced
12 demand for the capacity of the airport so this is in
13 fact an expansion. Now if it were just a
14 modernization which is the word that the EIR is using
15 I think we'd have a lot more support but as -- it is
16 really an expansion with all this additional gates
17 and so forth. It fails to meet the screening
18 criteria in the EIR in terms of the environmental
19 effects.

20 So one thing that I did want to say that I
21 haven't heard a lot of people talking about well okay
22 what is a better alternative? Now the "no-build"
23 doesn't take into account things that you mentioned
24 today like consolidating ticketing, baggage, claim,
25 seismic repairs. Why isn't there an alternative in

1 the EIR that simply takes the existing two terminals
2 and makes those kind of improvements? I think that
3 would be a genuine modernization that you know we
4 could probably live with because it wouldn't be doing
5 all this encouraging of induced demand so that's my
6 comment for today.

7 MR. FULL: All right. Thank you. All right.

8 And our last speaker is Jose Luis Pavon and
9 Jose please state, spell your name, and then your two
10 minutes will begin.

11 MR. PAVON: Hi. My name is Jose Luis Pavon.
12 two first names, J-O-S-E, L-U-I-S and last name
13 Pavon, P-A, V as in Victor, O-N and good afternoon to
14 everybody, the Port Commission, all the stakeholders
15 present. My name is Jose Luis. I'm a political
16 organizer with SEIU/USWW. Our office is adjacent to
17 the northern runway at the Oakland Airport. Me and
18 all my colleagues we breathe all the air every day
19 and as it was said earlier we represent workers at
20 Oakland Airport and at SFO who are also directly
21 exposed. I live in East Oakland, I live in the
22 Fruitvale District, raise three children there, a
23 23-year-old, a 9-year-old, and a 5-year-old who are
24 also breathing that air so I consider myself a direct
25 stakeholder.

1 The Bay Area is a leader in environmental
2 justice and environmental innovation and technology.
3 It would be an absolute epic failure to expand an
4 airport and not ensure that it was environmentally
5 sustainable and that it was a leader, a model, at the
6 international scale for building an environmentally
7 sustainable airport. To expand the airport and just
8 increase emissions, it would be a direct form of
9 racial inequality and it would directly impact our
10 communities here as well as the people in the hills
11 that are also right upwind from the people in the
12 flatlands.

13 You know, a gentleman earlier said that you
14 know a lot of people here drove cars without regard
15 to their emissions but actually no. We have one of
16 the highest densities of sustainable vehicles in the
17 country with electric vehicles, E85 vehicles, biofuel
18 vehicles. If we can build the infrastructure to
19 change how our vehicles function to lower emissions
20 we can build a low emission airport. Thank you.

21 MR. FULL: All right. Thank you. All right,
22 that concludes -- we've gone through all of the
23 speakers and so Colleen do you want to wrap it up?

24 MS. LIANG: Thank you, Dave. Thank you for
25 participating in today's public meeting for the

1 proposed project. As a reminder if anyone missed the
2 presentation the recording will be posted on the
3 project website where you will be able to view it
4 again. Also I want to remind everyone on how to
5 provide comments. You can send an email to
6 termdev@portoakland.com. You can also use the
7 online form on our project website at
8 www.oaklandairport.com/terminaldevelopment or you can
9 send comments via U.S. Mail to me at Port of Oakland,
10 530 Water Street, Oakland, California, 94607.

11 You can also participate in the remaining
12 public meeting tonight, August 30th, 2023 from 6 p.m.
13 to 7:30. Our presentation will be the same for
14 tonight's virtual public meeting. All comments must
15 be received by 5 p.m. Pacific Daylight Time on
16 October 16th, 2023. If mailing comments again please
17 account for mail delivery time to be sure your mail
18 comments are received to us on time. Thank you again
19 for participating today. I would also like to thank
20 the interpreters from International Contact, the
21 court reporter, Academia De Mi Abuela for their
22 assistance today. We will now conclude the meeting.

23 (The foregoing proceedings were
24 concluded at 7:45 p.m.)

25

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 8th day of October 2023.

15

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David Disbrow

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DAVID DISBROW, CSR # 7768

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<p>\$</p> <hr/> <p>\$130 4:24</p> <hr/> <p>-</p> <hr/> <p>---ooo--- 2:14</p> <hr/> <p>1</p> <hr/> <p>1 5:11 10:17,22,24 17:6</p> <p>1.5 16:8,12 33:3</p> <p>10,000 40:12</p> <p>100 37:3</p> <p>11:00 2:7</p> <p>12:26 34:16</p> <p>12:30 34:18,22 39:11</p> <p>13.4 5:7 40:9</p> <p>15 30:5</p> <p>15126(d) 8:17</p> <p>154 40:13</p> <p>16 11:15 18:17 22:15 24:24 30:24 31:18 38:17</p> <p>16th 19:21</p> <p>17th 7:20</p> <p>1960's 5:11</p> <p>1991 43:13</p> <hr/> <p>2</p> <hr/> <p>2 10:22,24</p> <p>2,600 17:19</p> <p>2-minute 20:16 22:1</p> <p>20 4:21</p> <p>2006 43:15</p> <p>2012 43:16</p> <p>2019 5:6 17:4 38:3 40:9</p>	<p>2020 37:8</p> <p>2021 7:18</p> <p>2023 2:15 7:20 18:17 19:20,22</p> <p>2025 15:17</p> <p>2026 15:18</p> <p>2027 15:18</p> <p>2028 17:2</p> <p>2030 14:15</p> <p>2038 5:17 17:3 40:10</p> <p>2050 42:5</p> <p>23-year-old 45:23</p> <p>24 5:15 30:1,5</p> <p>24.7 40:10</p> <p>242,000 5:8</p> <p>25,000 40:13</p> <p>29 5:9</p> <hr/> <p>3</p> <hr/> <p>30th 2:15 19:20</p> <p>350 44:6</p> <p>37 9:23</p> <hr/> <p>4</p> <hr/> <p>40-by-40 26:20</p> <p>45 11:14</p> <p>460 22:8</p> <hr/> <p>5</p> <hr/> <p>5 18:18 19:21</p> <p>5-year-old 45:23</p> <p>530 19:15</p> <p>5th 40:2</p>	<p>6</p> <hr/> <p>6 19:20</p> <p>63 22:6</p> <p>640,000 5:7</p> <p>66 36:3</p> <hr/> <p>7</p> <hr/> <p>700 42:5</p> <p>7th 7:18</p> <hr/> <p>8</p> <hr/> <p>8.30.23 2:6</p> <p>84 40:11</p> <p>880 26:11</p> <hr/> <p>9</p> <hr/> <p>9-year-old 29:4 45:23</p> <p>94607 19:16</p> <p>98 41:18</p> <p>98,000 4:23</p> <p>98th 41:20</p> <p>99th 41:19</p> <hr/> <p>A</p> <hr/> <p>A-L-L-E-N 25:20</p> <p>A-N-N 32:10</p> <p>A-R-I-E-L-L-A 22:4</p> <p>A.M. 2:7</p> <p>abatement 38:18</p> <p>abided 38:19</p> <p>ability 24:17</p> <p>absolute 46:3</p> <p>AC 26:11</p> <p>accept 18:18</p>	<p>acceptable 37:21</p> <p>access 4:18 11:11,25 26:3 28:12</p> <p>accommodate 8:6,11,15 10:7 12:19</p> <p>accommodated 5:6</p> <p>accommodates 5:1,3</p> <p>account 19:22 30:2 31:25 44:23</p> <p>acre 18:4</p> <p>acres 17:19</p> <p>Act 6:11,15 7:7</p> <p>Acting 3:13</p> <p>activities 13:18 15:13</p> <p>activity 5:2 14:1 42:8,23</p> <p>actual 31:7</p> <p>acute 15:3</p> <p>add 22:15 30:13</p> <p>addition 4:20 10:17 14:11 20:11</p> <p>additional 20:20 44:16</p> <p>address 29:25</p> <p>addressing 35:11,16</p> <p>adequate 8:13</p> <p>adjacent 18:6 41:15 45:16</p> <p>adjust 31:8</p> <p>Administration 7:4</p> <p>ads 31:12</p> <p>adults 24:9</p> <p>adverse 17:16</p> <p>Advisory 5:22</p>	<p>affected 9:6 13:5 24:4</p> <p>affecting 34:9</p> <p>afflicted 34:5</p> <p>afford 28:11</p> <p>afternoon 27:11 33:24 45:13</p> <p>agencies 6:24</p> <p>agency 7:12 19:2 20:11,12</p> <p>agenda 3:20,21 40:4</p> <p>agricultural 13:7</p> <p>ahead 27:9 36:24 39:16 41:8 43:8 44:4</p> <p>air 13:12,13,24 14:12,21 22:22 24:12 29:24 32:23 37:19 40:23 41:14,25 45:18,24</p> <p>aircraft 5:8,9 8:13,15 10:14 11:15,19 12:20,22 13:22 14:3 15:8, 24 16:1,13,25 39:2</p> <p>airfield 9:3 10:3 11:17 12:15</p> <p>airline 12:15 14:16 25:1 27:16</p> <p>airlines 5:6 14:11 28:7 42:19</p> <p>Airlines' 42:14, 17</p> <p>airplane 24:17</p> <p>airplanes 25:8</p> <p>airport 2:10,20 3:11 4:14,16,25 5:3,5,6,9,12,16,21 8:16 9:14 10:5,10 11:16 12:14,19 15:6 17:18,24,25 18:2 22:8,14,17 24:11 25:1 26:9, 13,17 27:21,25 28:5,8,19 30:21</p>
--	--	--	--	---

<p>31:14,22 32:19 34:3 36:16 39:22 41:3,23 42:12,22 43:14 44:7,12 45:17,20 46:4,7, 20</p> <p>airport's 42:13, 15</p> <p>airport-adjacent 28:5</p> <p>airports 31:23 41:15,24</p> <p>Alameda 38:11 39:20,21 40:1 41:1</p> <p>Allen 23:17 25:15,18,19</p> <p>allowed 20:17</p> <p>alternative 9:9, 12 26:3 44:22,25</p> <p>alternatives 8:19,23,25 9:1,5, 7,11,14,15 23:6,7</p> <p>amenities 11:10</p> <p>American 17:12</p> <p>Americas 35:3</p> <p>amount 36:19</p> <p>analysis 14:22, 24 16:10</p> <p>analyzed 13:25</p> <p>Angels 38:14</p> <p>Angles 38:12</p> <p>Ann 30:17 32:7, 10</p> <p>annual 5:16 17:20 33:15</p> <p>anticipate 5:15</p> <p>anticipated 40:10</p> <p>anticipating 40:18</p> <p>apologize 21:24</p> <p>apparent 33:10</p>	<p>appeal 30:9</p> <p>appreciation 35:6</p> <p>approach 14:21 36:13</p> <p>approval 6:19 7:3</p> <p>approximately 5:7,15 40:13</p> <p>archaeological 17:17</p> <p>architecture 17:7</p> <p>area 4:15,16,17 9:20 14:10 15:9 16:16 26:6 31:2,4 33:16 36:12 44:6 46:1</p> <p>Area's 32:21</p> <p>areas 9:16,19,21 11:8,18 13:11 16:14 17:22 33:4</p> <p>Ariella 21:18 22:2,3</p> <p>Ariella's 21:18</p> <p>arising 36:8</p> <p>arrival 11:3</p> <p>assess 15:1</p> <p>assessment 13:13 14:25</p> <p>asset 33:7</p> <p>assumption 42:7</p> <p>asthma 24:4,20 28:2 34:5 41:20</p> <p>attributable 33:16</p> <p>August 2:15 19:19</p> <p>availability 2:23</p> <p>average 16:21</p> <p>aviation 3:17 4:10 5:4,21 7:4 14:1,13,15,17 22:21,24 28:14</p>	<p>35:13,16,18,24 42:4</p> <p>avoid 6:25</p> <p>avoidance 9:15</p> <p>avoiding 8:21</p> <p>aware 2:23</p> <p>awful 37:8</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>B-E-R-T-A 43:9</p> <p>back 20:2 21:11 27:8 40:25</p> <p>background 4:11 5:24</p> <p>baggage 10:18 11:1,9 17:6 44:24</p> <p>Bank 18:11</p> <p>bare 17:22</p> <p>BART 26:11</p> <p>BART-ACCESS 12:2</p> <p>base 40:9 43:12</p> <p>based 5:14 8:11 9:5 13:25 16:20</p> <p>baseline 38:3</p> <p>basic 8:20</p> <p>basically 33:14 39:5</p> <p>Bay 4:15,16,17,21 18:11 31:2,4 32:21 33:16 36:12 38:11,22,23 39:1 43:11 44:6 46:1</p> <p>bed 29:5 30:10</p> <p>began 37:25</p> <p>begin 2:21 3:7 23:20 27:10 29:1 30:19 45:10</p> <p>beginning 21:23 38:1</p> <p>behalf 22:8</p>	<p>behaviors 33:8, 12</p> <p>belly 40:12</p> <p>Berta 41:7 43:6,9</p> <p>big 38:20</p> <p>biggest 41:24</p> <p>bikes 26:25</p> <p>bin 40:25</p> <p>bio-energy 35:12</p> <p>bio-fuels 36:3,8, 18</p> <p>Biofield 35:4</p> <p>biofuel 46:17</p> <p>biofuels 22:25</p> <p>biological 17:18, 23</p> <p>birth 41:21</p> <p>bit 25:13 35:13</p> <p>block 43:12</p> <p>blocks 43:11</p> <p>Blue 38:12,14</p> <p>Board 18:25 22:13,14 23:11,12</p> <p>book 26:9</p> <p>bought 43:13</p> <p>Bravo 18:7</p> <p>breakdown 32:23</p> <p>breathe 45:18</p> <p>breathing 28:6 45:24</p> <p>bring 14:17 20:8 21:14 31:13,21</p> <p>brunt 28:13</p> <p>build 24:18,19 44:10 46:18,20</p> <p>building 10:16, 18 12:14,16 17:6, 8,9,12 24:24 31:18 46:6</p>	<p>buildings 10:15, 17,20</p> <p>built 5:11</p> <p>buses 25:7</p> <p>business 4:22 23:7 25:20 42:11</p> <p>businesses 4:17,19</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>C-A-S-E-Y 41:9</p> <p>C-O-W-A-R-D 41:9</p> <p>cabins 34:3</p> <p>calculating 15:13</p> <p>calculation 16:18</p> <p>California 3:19 6:10,15 19:15</p> <p>call 20:6 38:13</p> <p>called 20:8</p> <p>calling 38:15</p> <p>canceled 24:3</p> <p>capacity 31:1,11 32:5 39:23 44:12</p> <p>car 26:25</p> <p>card 4:5 20:5 34:18,19</p> <p>cards 20:7 21:7 34:21 39:12</p> <p>care 28:11,12 42:22</p> <p>carefully 32:4</p> <p>cargo 5:1,5,8 10:14,15 12:14,15 14:10 27:18 40:12</p> <p>carrier 14:12</p> <p>cars 46:14</p> <p>case 7:12 31:6 44:9</p>
---	---	---	---	---

Casey 39:14,15 41:6,8	claims 31:12	Committed 5:22	connectors 11:10	conversion 36:3
categories 9:25 10:2 13:1,2,5	CLASS 38:24,25	committee 22:5	conservative 14:21	coordination 6:24
catering 10:16	classes 24:3	common 41:21	consideration 6:19 29:9	coordinator 35:3
cede 20:19	clean 26:6	communities 22:22 28:5 29:10, 23 37:18 41:12,15 43:2 46:10	considerations 9:4	COPD 28:2
census 41:17	cleaning 34:3,11	community 5:20 22:16 29:22 32:24 36:7 37:22	considered 8:24 9:9 16:14 17:10 33:5	corner 27:8
center 10:11 26:14	climate 22:16,18 23:8 24:1,6,21 32:22 33:9 36:11, 14 37:10 41:13	company 32:18	consolidating 10:25 44:24	corporate 5:3 38:21
central 12:23	clock 20:16 22:1	compare 38:3	constantly 31:17	corporation 42:11
CEQA 6:15,16,20 7:9,11,17 8:18 12:25 13:1 36:2	closed 43:18,22	compared 13:18 16:1,9	constructability 9:2	cost 9:2
certification 18:25	closer 41:3	compassionate 37:22	constructed 11:4	costs 23:5
chair 39:22	closest 4:16	compete 26:14	constructing 11:2	Council 39:19 40:1
chance 36:20	co-elected 39:21	complaints 38:14	construction 10:7,23 11:24 12:1,4 13:15,16 15:2,10,12,15,20, 21,22,23	country 46:17
change 17:16 24:1,6,21 25:2 33:8,11 41:13 46:19	Co2 26:7,23	completed 18:24	construction- related 13:14 15:13	couple 32:11
chart 18:14	coal 32:14,17,18, 19 33:6	completion 11:13	consultant 6:9	court 3:4 25:12 29:14,16
check-in 11:1,8	Coalition 22:6 23:24 27:20 44:8	complex 11:7,12	consumption 14:14	cover 13:1
checkpoint 11:9	coliseum 26:9,10	compliance 6:14 7:7,9	contact 3:15	covered 12:2
Chevy 25:7	colleagues 45:18	components 9:24 11:14	context 8:25	Coward 39:14 41:6,9
child 30:11 34:5	Colleen 3:13 4:13 19:5,14 46:23	comprised 17:20	continue 14:16, 20 31:5 39:8	Craig 3:17 4:9,12 6:12
children 34:8,9 45:22	College 41:2	concern 38:16	continued 42:14	create 25:9 38:22
Chinese 2:23,25	color 29:23 41:16	concerned 22:7 30:23 39:4,5	contracted 27:16	created 24:6
choice 30:8	comment 3:7 4:4 7:23 18:17,20 20:2,9,15 21:1 35:7 36:18 37:20 45:6	concludes 46:22	contribution 32:22	creates 26:1
choose 24:23 32:2	comments 4:1,7 6:1 7:23 18:18,21 19:7,13,14,17,20, 23,24 20:1,4,17, 20,22 21:4,17 22:12 23:10 27:22	concourse 11:6	control 31:12,17	credits 18:9
chosen 30:3	commercial 5:1 16:24 39:2	conditions 16:2, 10 17:4 28:3	convention 26:14	crime 25:22
Chronic 15:3	Commission 45:14	conducted 15:1		crisis 33:9 36:11 37:11
circled 16:2	commissioners 18:25 22:14 23:11,12 32:16	conferencing 23:7		criteria 44:18
citizen's 38:25		configured 8:14		curbside 12:4
City 15:16 32:14 39:19,20,21 40:1 42:20		confused 24:8		current 5:13
claim 10:18 11:1, 9 17:6 44:24		connection 12:5		cursory 35:14
				cut 24:7 25:9 33:13
				D
				daily 30:6

Danny 32:12	13:17 17:8,13	documents 7:16	22 8:18 13:6	ensure 12:8 28:9
data 38:3 41:3	densities 46:16	dollars 28:10	14:21 18:14,22,23	36:10 46:4
date 18:19	describe 10:1	domestic 42:19	19:7 29:8,25	entertainment
Dave 3:18 6:7,9	design 14:7	doors 20:6	39:24 40:25 42:6	4:19
19:6 46:24	designed 6:16	double 40:21	44:14,18 45:1	entire 12:13
David 27:7,8	8:7 17:7 31:13	doubles 33:14	EIU 27:13	environmental
28:22,23,25 29:3	detail 10:1	downtown 26:17	elderly 34:8	2:9,19 3:10,13,15,
day 5:13 27:25	determine 9:9	Draft 2:9,19 3:10	electric 46:17	24 4:2 5:19,25
28:3,6 31:13	16:5	4:2,3 7:19,22 8:18	electrical 14:9	6:8,10,14,15,18
43:19 45:18	determined 13:4,	13:6 14:21 19:7	elite 23:4	7:6,7 8:22 9:6,14
Daylight 18:19	19 16:11,20 19:2	drainage 18:5	email 19:8	12:25 13:4 20:24
19:21	developed 6:2	drastically 33:13	emergency	22:20 32:24 35:15
days 32:11	17:14,22	drive 26:15	22:19	36:2 41:14 44:18
deadline 35:6	developers	drop 35:23	Emily 21:12	46:1,2
deal 39:7	32:14	drove 26:24	39:12	environmentally
Dear 22:13	development	46:14	emission 13:24	46:4,6
death 29:5 30:10	2:4,11,21 3:12 6:3	dual 43:18	14:6,8 46:20	envision 30:10
decade 32:16	9:16,21 14:8 23:3	dust 13:17	emissions	epic 46:3
decades 42:8	26:10,12	dwarf 30:5	13:12,14,15,18,21	equal 22:20,23
decarbonize	dialogue 23:12	<hr/>	14:3 24:8,17 25:1	23:1
22:25	Diego 25:5	E	26:8,23 29:24	equally 34:8
decertified 36:5	dire 22:18	<hr/>	32:22 33:13,15	equipment 11:20
decibel 16:8,12	direct 41:13	E85 46:17	35:18 42:2 46:8,	13:16 15:10,23
decibels 33:3	42:16 45:24 46:8	earlier 18:15	15,19	essential 41:11
decide 25:9	directly 29:10	20:21 30:3 40:19	employee 9:22	establish 13:19
decision 6:17	37:20 45:20 46:9	45:19 46:13	12:7,10	Established 16:6
42:11	director 3:13,17	earth 13:17	employees 28:4	Estimated 15:15
decisions 6:23	32:12	earthquake 39:4	enable 32:20	EV's 26:24
defining 16:23	disclose 6:17	east 4:15,21	enables 4:18	evaluate 15:24
DEIR 24:10 30:25	discuss 23:13	17:25 23:23 25:23	enabling 24:25	evaluated 9:2,5,
31:25 35:14,15,25	discussed 5:19	26:19 29:19 32:25	encourage 6:23	8,13 15:11
deliberate 42:10	8:18	41:2 45:21	encouraging	evening 43:20
delivery 19:22	discussion 5:23	easy 26:3	24:25 45:5	event 30:6
demand 5:15 8:6,	distressed 32:18	economic 4:24	end 28:14	events 38:20
11 31:11,15,18,	District 45:22	effect 9:5 34:7	ends 26:10	evidence 37:19
19,20,22,25 44:12	disturbed 39:2	effects 7:1 8:22	engage 23:12	exceedances
45:5	disturbing 35:14	15:7 24:23 44:19	engineer 44:9	15:16
demolish 17:5	document 7:21	efficiently 8:5	enhance 6:21	excellent 4:18
demolished	documentation	effort 31:21	enplanement	excessive 33:4
10:9,12,13,19	6:14 7:10 13:1	efforts 6:6 35:22	17:2,3	executive 32:11
demolition 10:2	19:3 35:9	EIR 4:3 7:8,19,21,	enplanements	existing 8:2,10
			16:21,22	10:8,11 11:7,12,
				16 12:18,22 16:2,

9 45:1	fact 35:6 36:6,14 44:13	flight 29:24 31:1, 10 32:5 33:14 42:8	Full 3:18 6:7,12 21:6 23:15 25:11 27:6 28:22 30:15 32:6 33:17 34:15 36:22 38:4 39:9 41:5 43:5 44:1 45:7 46:21	gentleman 46:13
expand 22:7 25:1 31:1 36:15 44:11 46:3,7	factor 8:24 9:1,4	flights 22:19,23 23:1 36:15 38:15 40:15,17,19	function 46:19	genuine 45:3
expanded 11:2	factors 8:24 9:8, 13	Flix 25:6	functionality 9:4	give 21:9
expanding 24:11 31:10 39:24	fails 24:15 29:8 44:17	flow 18:14	functions 10:19, 25 12:13 27:19	glad 36:20
expansion 12:23 22:5,15,17 23:24 27:20 30:24 31:2 32:19 34:4,6 35:5 40:6 43:3,14,15, 23 44:7,13,16	failure 46:3	fly 32:2 38:21	future 13:25 34:10 35:22 37:3	global 22:20 24:14 30:13
expected 15:10 33:3	falls 35:10	flying 22:19 23:4 30:4 33:8 43:20	<hr/>	goal 14:13
experience 8:8 23:25 43:25	family 42:21	focus 27:23	G	goals 14:8
explain 3:1	Farm 38:11,23 39:1 43:11	Foecke 27:8 28:23 29:3	<hr/>	good 2:17 26:5 27:11 32:2 33:22 39:13 45:13
export 32:14,17	feasible 9:10	Folks 16:23 41:11	G-A-R-L-A 27:12	government 6:24 29:16
exposed 45:21	feasibly 8:20	follow 7:13	G-A-R-Y 35:2	governments 36:11
exposes 22:21	feature 18:5	footage 12:20	G-E-L-B-E-R 43:10	grandchildren 30:11
express 25:21	features 18:9	force 42:10	G-R-A-N-E-T-T 22:4	Grandmothers 37:3
extended 18:16 35:7 40:2	federal 7:4,6 29:16	forecast 8:16 14:1 42:13	G-R-I-F-F-I-T-H 30:21	Granett 21:18 22:4
extension 12:3	feed 26:13	forego 30:4	Garla 25:17 27:7, 11,12	GRANETTE 22:3
extinction 24:5	feel 37:16	forest 13:7	Gary 33:20 34:15, 22,24,25 35:1	grass 17:21 22:6
<hr/>	feels 39:3	form 19:10 20:2 46:8	Gary's 33:20	grasslands 17:21
F	ferry 43:12	Forum 5:21 39:22	gas 13:12,14,24 14:22 32:21 33:13,15 35:18 42:2	gravel 17:22
<hr/>	Field 4:25 5:2,10 18:8 38:16,19,21 39:3	fossil 24:7	gasses 24:14	great 21:20 25:18 26:12 30:18 33:21 34:24
F-L-E-C-K 44:6	figure 40:7,21	found 19:11 35:12	gates 5:10 8:13 11:15,16 12:21 22:15 24:24 30:24 31:19 38:18 43:15 44:16	greater 4:14 10:1
F-O-E-C-K-E 29:3	fill 4:4 20:1,4 34:19	fourth 19:17	Gelber 41:7 43:6, 9,10	greenhouse 13:12,14,24 14:22 24:14 32:21 33:13,15 35:18 42:2
FAA 7:4 17:1 19:1,2	Final 7:21 18:22, 23 20:24	Francisco 4:16 18:10 26:4,15,17 31:23 42:21	general 5:3	Greyhound 25:6
FAA's 16:4	finally 12:17 32:1	fries 22:19	generation 13:17 16:20	Griffith 28:24 30:16,20
FAA- APPROVED 16:10	financial 30:24	front 20:5 22:21 30:17 37:15 43:1	Generations 37:4	ground 17:22 28:21
face-to-face 23:13	find 26:19 40:16	Fruitvale 45:22		group 22:6 38:25 42:19
facilitated 42:12	firm 17:7	fuel 14:13,14,15, 18 30:13 35:13, 16,24		grouped 9:24
facilities 5:4,14 8:2,5,10,14 10:5, 8,9,10,13 11:3	flames 30:13,14	fueling 12:24 27:18		
	flatlands 46:12	fuels 24:7 28:14		
	flawed 36:4			
	Fleck 43:7 44:2,4, 5,6			
	fleet 8:15			

grow 30:4 31:18, 22 42:4	hazard 15:7	housing 13:8 26:12	36:4	inevitable 31:15
growing 30:2 42:4	hazards 15:4	Hughes 33:20 35:1	include 7:21 8:8 9:12,14 10:14 12:1,6,14 13:7 14:6 15:20	inform 3:4
growth 31:20 42:5,14,15,17	head 36:13	human 13:13 14:25 15:3,6	included 13:6 14:23 18:22	information 5:24 6:2 19:4 37:9
guarantee 29:13	health 13:13 14:25 15:1,4,6 22:22 24:12 28:1, 11,12,20 34:13 37:19 40:24 42:21	humbling 37:9	includes 4:25 10:4,21,24 12:10, 22 17:19	infrastructure 14:9 46:18
guidelines 8:18	healthy 37:5,16, 23	I	including 5:20	Ingram 36:24 38:5,9
H	hear 29:12,13 31:12	I-N-G-R-A-M 38:10	income 29:23	initiatives 14:19, 23
H-A-R-V-E-Y 32:11	heard 36:10 44:21	ice 17:21	incorporate 9:23	injunction 36:6
H-E-A-T-H-E-R 23:22	hearing 29:18 37:20	iceberg 33:10	increase 11:15 12:19,20 16:8,12 24:14 31:1,7,11, 15,16 32:20,23 33:2,4 39:5,6,8 40:9,10,11,12,13, 22 42:7 46:8	innovation 46:2
H-E-R-R-E-R-A 39:18	hearings 35:22	idea 38:11	increased 24:25 35:18	input 29:9,20
H-U-G-H-E-S 35:2	heartfelt 37:9	identified 7:24 12:25 20:15	increases 38:17	insignificant 33:5
habitats 17:20	Heather 21:19 23:16,17,18,21	identify 6:16,25 21:9,10	increasing 31:5 32:4	install 14:9
HABS 17:12	held 19:19	impact 2:9,19 3:10 4:2,24 15:20 16:7 17:10 18:12 20:24 27:23 28:1 40:23,24 46:9	interim 3:17 4:10	instructions 4:6
half 24:8	helps 35:8	impacted 29:10, 24	interest 6:5 13:11 15:9 16:16 43:1	intended 6:20
hand 22:11	Hererra 38:6	impactful 42:3	interesting 36:1	interested 6:20
handing 23:10	Herrera 39:10,18	impacts 3:24 6:18 13:25 15:1, 10,25 16:13 18:8 28:17	international 2:10,20 3:11 11:3 33:14 36:16 42:4 46:6	interest 6:5 13:11 15:9 16:16 43:1
hands 35:17	HERRERA- SPENCER 39:17	implement 9:10	interpretation 2:24 3:1	interim 3:17 4:10
hangar 10:11	high 23:5 24:3	implementation 7:25	increment 34:7, 12	international 2:10,20 3:11 11:3 33:14 36:16 42:4 46:6
happen 34:10 42:8	highest 46:16	implemented 11:18 14:3,20	indefinitely 31:5	interpretative 17:14
happening 36:13	highlighted 9:19	implementing 15:21,22	individual 33:12 39:23	interpretation 2:24 3:1
harbor 38:23 39:1 43:12	highway 26:11	important 7:2 11:21 21:2 37:14 39:25	individualized 22:12	interpretative 17:14
hard 22:24 40:6 43:2	hills 46:10	improvements 10:3,4,6 11:17,23 12:1,6,12,17 45:2	induce 31:19 42:5	interpreter 33:22
harm 24:12	Hispanic 41:18	inadequate 29:8	induced 44:11 45:5	interpreters 2:25 3:2
harmful 28:17 41:25	Historic 17:11		industry 8:7 42:3,24	introduce 4:9 6:7
harms 36:8 41:13 42:23	historical 17:11		industries 27:15 41:11	introduction 3:22
Harvey 30:17 32:7,10	Historically 32:5		inequality 46:9	invest 23:6
Hawaii 29:15	hold 21:14		inequity 23:4	inviting 24:25
Hayward 32:13	homes 27:1			irresponsible 24:10
	hope 37:4			Island 38:23 43:11
	hours 40:18			
	house 38:13			

issue 41:15	12:1,6	litigation 36:9	mail 19:14,22	19:18,19,25 46:25
issues 23:14	Laney 41:2	livable 29:7	mailed 19:23	member 22:5 35:4 37:3 38:25
<hr/> J <hr/>	language 2:24 21:3	live 23:23 24:13 28:4 34:2 37:18 38:11,12 43:11 45:4,21	main 3:15 4:14 18:1 22:12 38:17	members 28:2 41:12
J-A-C-K 44:5	large 41:17	local 41:25	maintained 30:22	mentioned 32:1 44:23
J-A-N-E 37:2	larger 8:15	located 5:10 11:6	maintaining 30:22	messaging 35:21
J-O-S-E 45:12	largest 9:20 14:11 42:1	location 16:3 26:15,16	maintenance 10:11	metropolitan 4:15
Jack 43:7 44:1,5	law 42:21	locations 12:11 18:6	major 26:10	Michelle 36:24 38:5,6,8,9
Jane 34:23 36:23 37:1	lead 7:12 19:2	long 25:3 34:20 37:24	majority 15:6 41:18	microphone 20:9 21:13,14,15
jet 14:14	leader 39:21 46:1,5	longer 31:6 37:21	make 2:22 22:9 25:4,13 34:19 44:9	microphones 21:12
jets 38:21	learned 23:25 37:8	Lorenzo 32:8 33:18,23	makers 6:17	midnight 43:20
job 25:25	leave 29:6	loss 18:3	makes 42:6 45:2	miles 4:21 16:17 26:18
jobs 4:23 25:22, 24 26:7	leaving 31:6	lot 18:8 25:22 27:22 35:8 37:9 38:14,20 44:15,21 46:14	making 3:5 21:4 30:8	million 4:24 5:7, 15 30:1,5 40:9,10
joining 2:18 3:9, 16	lemurs 24:5	love 23:11	mammals 24:6	mineral 13:8
Jose 31:24 44:3 45:8,9,11,15	length 16:19,21	loved 37:5	Manager 3:18	minimize 6:25
journalist 21:16	lessons 37:10	low 18:5 27:15 29:23 41:11,20 46:20	Marissa 21:11 25:16 39:12	minimum 28:10
judge 36:1,5	letter 22:10	lower 46:19	market 5:15 8:11 31:11,15,18,21,22	minutes 20:14 23:19 27:10 29:1, 21 30:19 32:7 33:17 36:19 38:4 45:10
July 7:20	letters 7:14 22:9, 12	luck 27:5	market-based 8:6	misnomer 28:15
Junior 34:2	level 9:3 18:13 23:2 33:12	Luis 44:3 45:8,11, 15	Martinez 36:1	mispronounce 21:23
justice 22:20 32:24 37:11 41:14 46:2	levels 8:7 13:25 15:14,15,25 16:1, 5,8 37:18	M	masks 24:1	missing 29:22
justifications 42:15	Liang 2:17 3:3,13 19:6,14 46:24	M-A-C-L-E-O-D 23:23	massively 42:3	mitigated 28:17
justifying 43:3	life 28:3	M-I-C-H-E-L-L-E 38:10	materials 17:14	mitigation 15:19 17:11 18:11 28:8, 9
<hr/> K <hr/>	limit 29:20	Macleod 21:19 23:16,21	matter 39:25	model 16:5,11 46:5
kind 43:3 45:2	limits 15:16	macro 33:12	mayor 39:20	modern 5:13 30:23
<hr/> L <hr/>	Lin 28:23,24,25 30:15,16,18,20	made 12:18 29:4 36:17 42:11	means 7:5 37:25	modernization 2:4,11,20 3:12 6:3
L-I-N 30:20	linear 18:5		measure 16:25	
L-U-I-S 45:12	lines 37:15		measures 14:19, 23 15:19,20	
labor 23:3 41:10	liquid 36:3,8		meet 14:8 23:13 44:17	
lack 25:24	listed 13:2		meeting 2:9,18 3:5,7,10,20,25 4:8	
landsite 10:4	listening 37:12			
	literal 24:10			

10:22,24 44:14 45:3	noise 5:21 15:9, 13,15,20,21,24,25 16:1,4,5,8,11,13 23:1,2 32:23 33:2, 4 38:18,22 39:7, 22 40:23,24 43:16,18,22	19 27:21 29:19 30:10 32:3,12,15, 25 33:7 34:2 36:16 37:2 41:1 42:18 43:13 44:7 45:17,20,21	operational 9:3	paid 28:10
modernize 8:1	noise-sensitive 15:14	Oakland's 15:16 31:13 32:21 42:7	operations 5:9 13:22 14:4 15:8	pampas 17:21
modifications 11:22	non-cancer 15:3	objective 8:1,4,9, 12	opportunities 14:7,17 25:22 26:7	pandemic 31:4
modify 8:9	non-native 17:20	objectives 7:25 8:21 9:1	opportunity 4:1 20:18 33:24	pandemics 37:8
moment 43:3	non-terminal 8:10	observed 38:19	oppose 26:22	pane 43:18
money 25:4	non-tidal 17:24	obtain 8:20	opposed 27:20 28:19	parcel 26:1
monitoring 15:21 16:4	non-white 41:19	occasionally 39:3	optimize 8:2	parking 8:13 9:22 10:5,14 11:19 12:7,9,11,15,22
monitors 40:25 41:2	north 5:2 11:6 18:8 38:16,19,21 39:3	occupies 17:19	oral 3:6	part 7:17 11:22 20:22 21:1,4 25:23 42:20 44:7
monotypic 17:21	northern 45:17	occur 9:18 14:1 15:17 16:7,13 17:25 31:20	orange 9:19	participate 40:3
Montana 29:14	note 7:2 11:21	occurred 7:20	order 20:6 21:8	participating 46:25
morning 2:17 40:20	noted 17:7	occurring 36:12	organization 20:12,13 35:3	participation 6:5,22
movement 11:19 30:2	notice 7:17 13:3 43:15	October 18:17 19:21	organizations 22:7 29:18	partners 4:22
moving 13:17	notification 18:23	off-airport 9:15	organize 29:17	pass 5:16
multiple 37:7	number 6:21,22, 23,24 8:1,12 11:16 12:20 16:24 22:25 23:2 29:25 31:3 36:15 40:22	offensive 33:2	organizer 45:16	passenger 5:1,5, 13 8:6,8 10:3,23, 25 11:8,13 13:22 16:21,22 27:17 40:8
multiplied 16:19	numbers 30:4 40:6	office 45:16	organizes 27:14	passengers 5:7, 16 8:3 30:1 40:11
Municipal 43:13		offices 10:16	original 5:2	past 5:18
<hr/> N <hr/>		Official 19:23	outlined 7:13	paved 18:2
name's 43:9,10		offset 18:9	overhead 43:21	Pavon 44:3 45:8, 11,13
names 21:7 45:12		offsets 36:18	overnight 25:6	people 15:2 16:24 21:8 22:8, 11 24:13 25:25 29:11,19 30:2,7 31:6 32:2 33:7,10 41:16 44:21 46:10,11,14
National 7:7		oftentimes 28:4	overpass 26:21	percent 14:14 40:11,13 41:18 42:5
naturally 31:20		om 43:16	oversees 4:21	percentile 41:20
nature 42:10	O-N 45:13	on-airport 9:16 15:4,7	overview 4:12 6:10	Perfect 44:4
nearby 15:14 24:13 34:2	OAK 2:4 4:14,18, 20 8:10 10:8 11:14 14:1,12,13, 20 16:25 22:5 23:24 27:20 35:4	on-line 19:10	owner 25:21	perfectly 23:22
needed 11:23 25:2	Oakland 2:10,19 3:11,14,18 4:10, 21 7:12 10:11 14:18 17:7 19:15 22:13,14,17 23:24 25:20,23 26:2,3,6,	open 3:25 43:17	oxide 28:18	
NEPA 7:8,10 19:1,2,3,4		operating 4:20	<hr/> P <hr/>	
net 11:15		operation 15:2, 24	P-A 45:13	
nitrous 28:18		Operation- related 13:21	P-E-R-R-Y 37:2	
no-build 44:22			p.m. 18:18 19:20, 21	
no-project 9:12			Pacific 18:18 19:21	

period 7:24 18:17,20	Port 3:14,18 4:10, 20,23 5:18,22 6:1, 13 7:12,24 12:23 13:3 14:6,9,15 16:4 18:10,16,18, 25 19:14 22:13,16 24:16,24 26:5 30:10 31:8,12,16 32:3,12,15,18 39:23 40:8 45:14	22 7:6,11,14,17 18:14 19:4 37:7	provided 28:11	read 21:7 22:10
permitted 20:18	Port's 6:8 8:25	processing 10:25	providing 20:9 21:16 35:7	reads 22:13
Perry 34:23 36:23 37:1	portion 3:7	processor 11:5	provisioning 10:15	ready 25:18
person 16:19 20:19 21:9	positions 10:15 12:15,22	program 35:3 38:18	public 2:9,18 3:9 4:1 6:17,21 7:23 9:22 12:7,10 17:13 18:17,20, 23,24 19:18,19,25 20:23 21:1,5 27:2 29:17 35:21,22 46:25	real 24:1 39:2 41:3
personal 29:5 43:25	posting 6:2	Programs 3:14	publication 7:19	reality 31:9
petition 22:10,13	potential 9:5	project 2:4,11,21 3:12,16,18,23 4:11 5:19,25 6:4, 9,11,13,18 7:1,3, 5,24 8:19,20,25 9:7,18,23 10:21 11:13,21,22 12:9 13:6 14:2 15:3,11 16:1 17:2,5,15 18:3,12 19:11 20:23 21:5 25:21 26:22 27:4 28:13, 19 37:16 42:9,25	published 7:16, 18	reason 22:24 23:6,8 30:25 31:10 32:2
Phillips 36:3	potentially 14:4 17:10	projected 31:1 42:4	purchased 18:10	reasonable 8:19, 24
picture 17:9	power 29:6 30:14	projections 42:16	purposes 5:4	reasons 22:18 29:7
place 26:12	preparation 7:8, 18 13:3	projects 42:6	pursuit 32:17	received 7:23 18:21 19:20,23,24 20:7 21:8
plan 22:7 25:2 28:8,9 31:2,8	prepare 6:13 7:10 18:20	promote 6:23	put 22:11 24:11 30:14	recent 41:22
planes 40:22 43:20	prepared 17:13 21:11	pronounced 23:22	putting 22:15 27:1	receptor 15:18 16:9
planet 22:19 37:11	prescriptive 7:11	proportion 41:16	<hr/> Q <hr/>	receptors 15:14, 17,18
planned 22:17	present 3:16,23 45:15	proposed 3:16, 23 4:11 5:19,25 6:9,11,13 7:2,5 8:19 9:7,18,23 10:8,21 11:17,20, 22,24,25 12:3,6,9 13:5 14:2 15:3,11, 25 17:2,5,15 18:3, 8,12 42:25	quality 6:11,15 13:12,13,24 14:22 18:5 40:23	recess 24:2
planning 3:14 6:8 22:14 32:19	presented 33:2	protecting 43:1	questions 20:25 40:14	reconfiguration 12:21
plans 42:17	presenters 3:22	protection 34:12	quote 42:16	record 20:10,23 21:2,5
plant 12:23 17:22	pretend 21:15	proven 28:16	<hr/> R <hr/>	recording 3:6
play 30:12	pretty 27:24 28:1	provide 4:1,3,6,7, 11 5:24 6:10 8:4, 12 11:8,11,18,25 12:13 19:7,13,17 20:1,4,15,17 26:7 36:5	R-O-S-A-L-I-N-D-A 34:1	recreation 13:9
pleased 33:25	previously 37:20		racial 46:9	red 7:14
point 3:15 24:22 25:23 35:10	primarily 6:16		radio 31:12	reduce 15:19 18:11 26:7,23
points 16:3	prior 6:18 17:13 18:24		rail 4:18 23:6	reducing 8:21
Policy 7:7	privilege 23:5		rain 24:4	reference 35:12, 23
political 45:15	process 3:15 5:20 6:1,11,16,20,		raise 35:10 45:22	refinery 22:21 36:3
pollutants 24:12 41:25			range 8:18	reflects 42:25
polluting 42:3			rate 41:21	regard 26:18 38:22 46:14
pollution 22:22, 23 25:8,9 32:24 34:7 41:14				region 4:23
pooled 26:25				region's 4:19
populated 4:15				regional 4:18
population 13:8 31:2,5 41:17				

regulate 24:17, 22 25:8	23		security 8:3 11:2, 9	sites 16:4
reiterate 18:15	respectful 21:3	S	seismic 5:13 44:25	situations 39:6
rejecting 32:15	respects 24:16	S-A-N-J-A-Y 27:12	SEIU/USWW 41:10 45:16	sizeable 32:20
related 9:21 11:19	respond 20:23 30:3 39:24	S-P-E-N-C-E-R 39:19	send 19:8,14	sized 8:5,14,15
relocated 10:10, 13,19 14:10	response 20:25	sac-fly 37:21	sense 24:11	slide 9:19 12:8,11 13:2 16:3 17:9,23
relocation 12:21	responses 7:22 18:20	Sacramento 31:24	sensitive 16:9, 12,14	slides 10:2
remind 21:2	responsibility 24:15	sad 24:5	separate 7:6,16	slight 31:7
remote 10:14 12:14 23:7 38:2	responsible 24:24	saddle 33:6	serve 39:19	slow 25:12
removal 12:7	restrictions 15:23	safe 11:18 37:4, 23	served 5:5	smaller 9:21
repairs 44:25	result 15:7 18:3	safety 8:2 28:21 37:19	service 8:7 9:3 11:19 27:13,15,17	smoke 24:2
replace 8:10 14:13	results 5:25	salaries 34:12	services 2:24 3:1	smoked 28:3
replaced 10:12	retired 43:16	San 4:16 18:10 25:5 26:4,15,17 31:23 42:20	severe 28:1	solar 27:1
replacement 8:4 12:10	return-to- terminal 12:5	Sanjay 25:17 27:7,12	SFO 45:20	solution 35:19
report 2:10,19 3:10 4:2,12 17:12 20:24	revenues 26:1	sand 36:13	shared 40:8	son 29:4
reporter 3:4 25:12	review 5:25 6:22 7:6 35:14,15 36:2	Santa 31:24	shift 23:8	sort 33:5 35:19 36:6
represent 27:16 29:18 41:10 45:19	revisions 7:21	satisfy 7:9	shoreline 23:3	sorts 27:19
representing 20:11	rights 23:3	scale 46:6	short 36:19	sources 41:25 42:1
represents 27:15 39:1	rise 23:2	schedule 19:3	show 16:3	south 4:25 5:10 18:1
requesting 34:13	risk 13:13 14:25 22:16,22	scheduling 15:22	showed 18:15	Southwest 14:11 28:7 42:14,17
required 6:13 8:17 11:18 12:12	roadway 4:17	schemes 36:17	shown 3:20 6:4 12:8,11 17:1,23	Southwest's 14:13
requirement 7:9	role 30:12	school 24:3	sign 31:15,16	space 12:13
resident 25:20 33:16 37:2 38:10 43:10	room 20:3	scope 35:25	sign-in 4:5 20:5	spaces 12:8,9,11
residents 4:17 15:5 41:23	roots 22:6	screen 3:21 6:4 7:13,15 9:17	signal 36:6	Spanish 2:23,25
resource 13:11 17:11	Rosa 31:24	screened 8:23	significance 17:16	speak 3:2 20:18 29:20 34:16,17,19 40:5
resources 9:6 13:7,8 17:17,18,	Rosalinda 32:8 33:18,19,21,25	screening 9:1,4, 13 11:2,9 44:17	significant 7:1 8:22 13:20 14:4 15:4,5 16:6,7,15 17:10 18:13	speaker 4:5 20:5, 7,8,14,17 21:6,10, 17,19 23:16 25:15 27:7 30:3 34:18, 19,21 36:23 41:6 43:6 44:2 45:8
	RS&H 3:19 6:8	Sea 23:2	Simon 3:17 4:9, 13	speakers 20:6 25:12 46:23
	ruled 36:1	Seaport 4:21	simply 16:23 24:16 45:1	speaking 39:22
	runway 11:21 18:1 22:21 38:17 45:17	Section 8:17	single-level 11:5	
		sector 35:12	sir 27:9	

<p>specific 9:6 42:17</p> <p>speculative 29:25</p> <p>speed 35:8</p> <p>spell 20:10 22:1 23:19 27:9 28:25 30:19 45:9</p> <p>Spencer 38:6 39:10,18</p> <p>spend 38:14</p> <p>spoke 44:8</p> <p>sports 38:20</p> <p>square 12:19</p> <p>stake 23:4</p> <p>stakeholder 5:21 45:25</p> <p>stakeholders 5:20 45:14</p> <p>stand 20:8 37:14</p> <p>standard 8:7 16:25</p> <p>standards 5:13</p> <p>stands 17:21</p> <p>start 20:16 22:1</p> <p>started 37:7,8,24</p> <p>state 20:10,12 21:25 23:18 27:9 28:25 30:18 42:2 45:9</p> <p>stay 34:20</p> <p>steering 22:5</p> <p>step 18:19</p> <p>steps 7:13 18:16</p> <p>stop 22:5,17 23:24 27:20 33:8 35:4 44:7</p> <p>stops 42:24</p> <p>storage 10:17</p> <p>stranded 33:7</p> <p>Street 19:15</p>	<p>streets 25:25</p> <p>strictly 35:10</p> <p>strongly 36:7</p> <p>students 23:25 24:20</p> <p>studies 41:22</p> <p>study 32:3</p> <p>stuff 28:6</p> <p>subject 7:3,5</p> <p>submit 6:1 20:20</p> <p>substance 40:5</p> <p>substantial 17:16 42:7</p> <p>suggest 29:17 35:19,23 36:14</p> <p>suing 42:20</p> <p>suit 31:8</p> <p>summary 3:23</p> <p>summertime 43:21</p> <p>supply 44:11</p> <p>support 10:5,15 11:24 12:13,16 25:21 26:6,19,20 27:4,19 28:20 34:13 44:15</p> <p>supporting 5:4</p> <p>supports 4:23</p> <p>surely 31:21</p> <p>surrounding 31:23</p> <p>Survey 17:12</p> <p>sustainable 14:7,12,15,17 28:14,15 35:13, 16,24 37:16 46:5, 7,16</p> <p>system 12:24</p> <p>systems 12:18</p>	<p style="text-align: center;">T</p> <hr/> <p>T-e-r-m-d-e-v@ portoakland. com. 19:9</p> <p>T-R-I-S-H 39:18</p> <p>table 4:5 20:2,5</p> <p>takes 29:14 45:1</p> <p>taking 28:13</p> <p>talk 13:10</p> <p>talked 14:20</p> <p>talking 40:7 44:21</p> <p>tax 26:1</p> <p>Taxiway 18:7</p> <p>taxpayers 33:7</p> <p>teacher 23:23</p> <p>technology 46:2</p> <p>ten 14:14 22:18 23:8</p> <p>tenants 14:16</p> <p>term 16:22</p> <p>termdev@ portoakland. com. 19:8</p> <p>terminal 2:4,11, 20 3:11 5:11 8:2, 5,14 9:16,20 10:3, 17,23 11:4,5,7,11, 12,13,24,25 12:3, 4 14:10 17:6 31:18 32:14,17,20 33:6</p> <p>terminals 5:10 10:22,24 18:1 45:1</p> <p>terms 9:2 44:18</p> <p>testifying 32:13</p> <p>thing 35:5 37:23 44:20</p> <p>things 27:2,22 41:21 44:23</p>	<p>thirteen 15:17</p> <p>thought 37:17</p> <p>thoughts 37:13</p> <p>threatens 23:3</p> <p>thresholds 13:19 16:6</p> <p>ticketing 10:18 11:1 17:6 44:24</p> <p>time 3:3 5:14 18:19 19:5,21,23 20:19 29:2 36:20 38:15 39:24 43:2 44:8</p> <p>times 25:6 43:19</p> <p>tip 33:9</p> <p>TOD 26:12</p> <p>today 3:17 6:5 19:18,19 22:9 26:24 29:4 39:22 44:24 45:6</p> <p>today's 5:23 46:25</p> <p>tonight 29:11</p> <p>tons 5:8 40:12,13</p> <p>topic 3:21</p> <p>total 9:11 11:14 14:14</p> <p>totally 35:24 36:4 44:10</p> <p>tourism 4:19</p> <p>track 41:17</p> <p>trade 42:19</p> <p>traffic 38:17 39:6</p> <p>train 25:7</p> <p>training 25:24</p> <p>transcript 3:5</p> <p>transit 26:11 27:3</p> <p>transportation 16:16 23:9 44:9</p> <p>travel 25:4 42:1</p> <p>traveled 16:17 25:5 26:18</p>	<p>travelers 31:13</p> <p>traveling 37:25</p> <p>treated 21:1</p> <p>treating 42:24</p> <p>trial 32:13</p> <p>trip 16:18,19,20, 21</p> <p>triple 40:22</p> <p>trips 13:16,23</p> <p>Trish 38:6,7,8 39:10,11,13,15,17</p> <p>true 44:10</p> <p>turn 2:24 16:17 34:20</p> <p>turned 34:21</p> <p>two-level 11:5</p> <p>tying 41:22</p> <p>types 15:12 35:22</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>U.S. 19:13</p> <p>unanimously 32:16</p> <p>unattainable 37:18</p> <p>unavoidable 14:5 24:18,20,21 42:9</p> <p>unbearable 43:17,19,22,24</p> <p>understanding 38:1</p> <p>understood 27:24</p> <p>undo 42:21</p> <p>union 27:14 41:10</p> <p>United 27:13</p> <p>unlivable 43:24</p> <p>update 5:14</p>
--	---	--	---	--

<p>updates 6:3</p> <p>upgrade 12:24</p> <p>upland 17:20</p> <p>uptick 43:16</p> <p>upwind 46:11</p> <p>urge 22:16</p> <p>Utah 32:17</p> <p>utility 10:6 12:18, 23</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>variety 11:23 12:12,17 13:10</p> <p>vehicle 10:5 13:16,23 16:17,20 26:18</p> <p>vehicles 12:5 46:16,17,18,19</p> <p>venues 4:20</p> <p>verbal 4:3 20:22, 25</p> <p>verbally 19:24 20:4</p> <p>vice-president 27:13</p> <p>vicinity 15:6</p> <p>Victor 45:13</p> <p>video 3:6</p> <p>virtual 19:18</p> <p>visiting 18:14</p> <p>vital 42:14</p> <p>VMT 16:17,20 17:1,3</p> <p>voices 36:9</p> <p>Volt 25:7</p> <p>voluntary 38:18</p> <p>vow 29:5</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>W-A-L-T-E-R</p>	<p>25:19</p> <p>wage 27:15 28:10 41:11</p> <p>walkway 12:2</p> <p>Walter 23:17 25:15,16,19</p> <p>wanted 35:9</p> <p>warming 22:20 24:14 30:13</p> <p>Warnecke 17:8</p> <p>wash 35:17</p> <p>watch 35:4 38:12 40:4</p> <p>Water 19:15</p> <p>waterfront 4:22</p> <p>ways 6:25 19:7 20:21 25:3,4 26:19 35:17</p> <p>website 6:2 19:11</p> <p>Wednesday 2:6, 15</p> <p>weekly 30:6</p> <p>weighing 36:7</p> <p>west 17:25 18:7 27:14 41:1</p> <p>wetland 18:4,9, 11</p> <p>wetlands 17:19, 24</p> <p>widely 29:25</p> <p>wildfire 13:9</p> <p>wildfires 24:2 30:6</p> <p>window 43:17</p> <p>windows 43:18, 22</p> <p>winds 24:3</p> <p>wing 27:17,18</p> <p>wisdom 30:24</p> <p>woefully 29:8</p>	<p>Wong 32:12</p> <p>word 42:12 44:14</p> <p>words 25:14</p> <p>work 14:16 26:6 27:16 30:9 34:3, 10 35:2,11 38:2</p> <p>worked 25:3 38:24</p> <p>worker 13:16,22</p> <p>workers 8:3 15:5, 7 24:13 27:14,15, 16,23,25 28:18,21 34:11 37:14 41:11 42:22,24 45:19</p> <p>workforce 28:9</p> <p>working 31:17 37:25</p> <p>works 31:3</p> <p>world 29:7 30:7</p> <p>worn 24:1</p> <p>worse 34:9</p> <p>worth 16:23</p> <p>wrap 46:23</p> <p>writing 19:24 20:1</p> <p>written 4:7 35:7</p> <p>www.oaklandairport.com/terminaldevelopment. 19:12</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>year 25:5 40:9 42:13</p> <p>years 5:18 30:5 31:3 38:20,24</p> <p>young 29:10,18, 19</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>zones 37:21</p>		
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