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OAKLAND TERMINAL MODERNIZATION  
AND  
DEVELOPMENT PROJECT  
PUBLIC MEETING

Wednesday, August 30, 2023

6:00 P.M.

David Disbrow  
Certified Shorthand  
Reporter  
CSR No. 7768

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

OAK TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

WEDNESDAY 8.30.23

6:00 P.M.

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

---oOo---

1 Wednesday, August 30th, 2023

2 6:00 P.M.

3 ---oOo---

4 MS. LIANG: Good evening. Thank you for  
5 participating in the public meeting for Draft  
6 Environmental Impact Report for the Oakland  
7 International Airport Terminal Modernization and  
8 Development Project. Before we begin our  
9 presentation I would like to make sure everyone is  
10 aware of the availability of Spanish and Chinese  
11 language interpretation services. I'd like to  
12 introduce Cindy Chavez who will explain the  
13 interpretation services. Cindy?

14 MS. CHAVEZ: Thank you Colleen. Hello  
15 everyone. This is Cindy from International Contact,  
16 your language host for today. We have Spanish and  
17 Cantonese interpreters for this meeting and we will  
18 start providing instructions in each language.

19 (Spanish and Cantonese Interpretation)

20 Thank you. A reminder for you English  
21 speakers is to speak slowly so interpreters can keep  
22 up with you. Please keep that in mind.

23 Also, for English virtual participants  
24 please go to the (Inaudible) channel, go to the  
25 (Inaudible) icon in the lower part of your screen and

1 select "English." If you're using a Smart phone  
2 click on that three dots and select "English." This  
3 is very important if you want to hear interpreted  
4 comments into English in the latter part of the  
5 meeting. This concludes the limited instructions.  
6 Now I will pass it to Colleen and the host back to  
7 Luana. Thank you.

8 MS. LIANG: Thank you, Cindy. I'd also like  
9 to go over the instructions for closed captioning  
10 that is available during this meeting. If it doesn't  
11 appear automatically you can click on the "cc" button  
12 which is likely at the bottom of your screen. For  
13 your awareness this meeting is being recorded. We  
14 also have a court reporter who will be making a  
15 transcript of this meeting. We will now begin our  
16 presentation.

17 Thank you again for participating in the  
18 public meeting for the Draft Environmental Impact  
19 Report for the Oakland International Airport Terminal  
20 Modernization and Development Project. My name is  
21 Colleen Liang, Acting Director of Environmental  
22 Programs and Planning for the Port of Oakland and the  
23 main point of contact for the environmental process  
24 for the proposed project. Joining me to present  
25 today are Craig Simon, Interim Aviation Director for

1 the Port of Oakland, and Dave Full, project manager  
2 with RS&H California.

3 Our agenda for the meeting is shown here on  
4 the screen. The first topic on the agenda is  
5 introductions of the presenters which we just went  
6 over. Next, we will present the proposed project and  
7 summary of environmental impacts. Following the  
8 presentation we will open up the meeting to allow the  
9 public the opportunity to provide comments on the  
10 Draft Environmental Impact Report or Draft EIR. We  
11 will provide you with instructions later in the  
12 presentation on how to provide a comment. I would  
13 now like to introduce Craig Simon the Interim  
14 Aviation Director for the Port of Oakland who will  
15 provide some background on the proposed project and  
16 an overview of the airport. Craig.

17 MR. SIMON: Thank you, Colleen. OAK is the  
18 main airport for the Greater East Bay the most  
19 populated area in the metropolitan San Francisco Bay  
20 Area. It is the closest airport to most Bay Area  
21 residents and employers. By roadway and regional  
22 rail OAK enables excellent access to all of the  
23 region's businesses, entertainment, and tourism  
24 venues. In addition to operating OAK the Port  
25 oversees the Oakland seaport and 20 miles of East Bay

1 waterfront. Together with its business partners the  
2 Port supports more than 98,000 jobs in the region  
3 with more than \$130 billion in economic impact.

4           The airport includes South Field which  
5 accommodates commercial passenger and cargo activity  
6 and North Field which was the original airport and  
7 now accommodates corporate and general aviation  
8 purposes and other supporting facilities. The  
9 airport is served by several passenger and cargo  
10 airlines. In 2019 the airport accommodated  
11 approximately 13.4 million passengers, about 640,000  
12 tons of cargo, and had about 242,000 total aircraft  
13 operations. The airport currently has 29 aircraft  
14 gates in two terminals located in South Field.  
15 Terminal 1 was built in the 1960's and the airport  
16 has not kept up with the needs of modern day  
17 passengers or current seismic standards. It is time  
18 to update these facilities. Also, based on market  
19 demand we anticipate approximately 24 million annual  
20 passengers will be passing through the airport by  
21 2048.

22           For the past five years the Port has  
23 discussed the proposed project and the environmental  
24 process with the community stakeholders including  
25 Airport Noise Forum and the Aviation Stakeholder

1 Advisory Committee. The Port is continuing  
2 discussion with today's presentation which will  
3 provide you with background information about the  
4 proposed project, results of the environmental review  
5 process, and how you can submit comments. The Port  
6 has developed a website for updates about the  
7 Terminal Modernization and Development Project  
8 as shown on the screen. For those of you who have a  
9 phone it's [www.oaklandairport.com/terminal](http://www.oaklandairport.com/terminal)  
10 development. Again that is  
11 [www.oaklandairport.com/terminaldevelopment](http://www.oaklandairport.com/terminaldevelopment). In  
12 addition we will post to the website our Zoom chat --  
13 the website will post the Zoom chat. Thank you again  
14 for your participation today and for your interest in  
15 our efforts. Now I'd like to introduce Dave Full  
16 with RS&H who's the Port's environmental planning  
17 consultant for this project. Dave will provide an  
18 overview of the California Environmental Quality Act  
19 process and of the proposed project. Dave.

20 MR. FULL: Thank you, Craig. The Port is  
21 required to prepare environmental documentation in  
22 compliance with the California Environmental Quality  
23 Act or CEQA for this proposed project. The CEQA  
24 process is primarily designed to identify and  
25 disclose to decision-makers and the public the

1 environmental impacts of a project prior to its  
2 consideration and approval. The CEQA process is  
3 intended to do the following: Number one, enhance  
4 public participation in the review process; number  
5 two, encourage informed decisions; number three,  
6 promote coordination between government agencies; and  
7 number four, to identify ways to minimize or avoid  
8 the significant effects of a project.

9           It is important to note that the proposed  
10 project also will be subject to approval by the  
11 Federal Aviation Administration or the FAA. This  
12 means that the proposed project will be subject to a  
13 separate federal environmental review process in  
14 compliance with the National Environmental Policy Act  
15 or NEPA. Thus the preparation of an EIR in  
16 compliance with CEQA does not satisfy the requirement  
17 to prepare NEPA documentation. The CEQA process is  
18 prescriptive in that the lead agency, in this case  
19 the Port of Oakland, must follow the steps outlined  
20 on the screen. You can see where we are in the  
21 process by the red lettering and arrow pointing to  
22 public review of the Draft EIR.

23           Three separate documents are published as  
24 part of the CEQA process. First is the Notice of  
25 Preparation which was published on May 7th, 2021.



1 The second is the publication of the Draft EIR which  
2 occurred on July 17th, 2023. The third will be the  
3 Final EIR. That document will include any revisions  
4 to the Draft EIR that are necessary and also the  
5 responses to all comments received during the public  
6 comment period.

7 The Port has identified four project  
8 objectives for the implementation of the proposed  
9 project: Objective one modernize existing terminal  
10 facilities to optimize safety and security for  
11 passengers and workers;

12 Objective two, provide replacement and new  
13 terminal facilities that are sized to efficiently  
14 accommodate the market-based passenger demand at  
15 industry standard levels of service and designed to  
16 improve the passenger experience;

17 Objective number three is to modify and  
18 replace the existing non-terminal facilities at  
19 Oakland to accommodate the market-based demand;

20 And finally Objective number four is to  
21 provide adequate aircraft gates, aircraft parking,  
22 and terminal facilities that are sized and configured  
23 to accommodate the larger-sized aircraft fleet that  
24 are forecast at the airport.

25 As required under Section 15126(d) of the

1 CEQA guidelines the Draft EIR discussed a range of  
2 reasonable alternatives to the proposed project that  
3 would feasibly attain most of the basic objectives of  
4 the project while avoiding or reducing significant  
5 environmental effects. The alternatives were  
6 screened using three factors. The first factor  
7 considered reasonable alternatives within the context  
8 of the Port's project objectives. Under factor two  
9 screening alternatives were evaluated in terms of  
10 constructability, cost, level of service, and  
11 airfield operational functionality considerations.  
12 Factor three screening evaluated alternatives based  
13 on their potential effect on specific environmental  
14 resources that would be affected by the proposed  
15 project.

16 The alternatives were evaluated using all  
17 three factors to determine if any alternative would  
18 be considered feasible to implement. A total of  
19 eight alternatives including the no-project  
20 alternative were evaluated against these screening  
21 factors. Those alternatives included on-airport  
22 environmental avoidance alternatives, off-airport  
23 alternatives as well as on-airport terminal  
24 development areas which are shown on this slide.

25 The proposed project would occur in four

1 areas highlighted in orange on this slide. The  
2 largest area is associated with the new terminal and  
3 related development. The three small areas are  
4 associated with employee or public parking. The  
5 proposed project would incorporate 37 project  
6 components that have been grouped into six  
7 categories. The six categories which I will describe  
8 in greater detail in the next few slides are as  
9 follows: Demolition, passenger terminal  
10 improvements, airfield improvements, landsite  
11 improvements which includes vehicle parking, airport  
12 support facilities, and utility improvements.

13 To accommodate the construction of the  
14 proposed new facilities at OAK some existing  
15 facilities would need to be demolished and most of  
16 those facilities would be relocated at the airport.  
17 The existing Oakland Maintenance Center hangar would  
18 need to be demolished but would not be replaced.  
19 Facilities that would be demolished and relocated  
20 include remote and cargo aircraft parking positions,  
21 cargo support buildings, the provisioning building,  
22 and catering building, and various offices and  
23 storage facilities. The Terminal 1 ticketing and  
24 baggage claim building would also need to be  
25 demolished after its functions are relocated to other

1 buildings. The proposed project includes the  
2 modernization of Terminals 1 and 2 as well as  
3 construction of a new passenger terminal. The  
4 modernization of Terminals 1 and 2 includes  
5 consolidating passenger processing functions such as  
6 ticketing, baggage checkin, baggage claim, and  
7 security screening as well as constructing expanded  
8 international arrival facilities.

9           The new terminal would be constructed as a  
10 new single-level terminal processor building with a  
11 two-level concourse and it would be located north of  
12 the existing terminal complex. It would provide  
13 areas for checkin, passenger security screening  
14 checkpoint, baggage claim, and other amenities. New  
15 connectors would provide access between the new  
16 terminal and the existing terminal complex. Upon  
17 completion of the passenger terminal project  
18 components OAK would have a total of up to 45  
19 aircraft gates which is a total net increase of 16  
20 over the number of existing aircraft gates.

21           The proposed airfield improvements would be  
22 implemented to provide areas for the safe movement  
23 and parking of aircraft and related service equipment  
24 that is associated with the proposed project. It's  
25 important to note that runway modifications are not a

1 part of the proposed project.

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

16 A variety of improvements would be required  
17 to provide space for functions that support the  
18 entire airport. These include a cargo building,  
19 remote and cargo airfield parking positions, and an  
20 airline support building.

21 Finally, a variety of improvements would  
22 need to be made to the existing utilities systems at  
23 the airport to accommodate the increase in square  
24 footage, the increase in the number of aircraft  
25 gates, and the relocation and reconfiguration of

1 existing aircraft parking positions. This includes  
2 the expansion of the central utility plant as well as  
3 an upgrade to the existing fuel system.

4 CEQA has identified the various  
5 environmental categories that CEQA documentation  
6 should cover and these categories are listed on this  
7 slide. Through the preparation of the Notice of  
8 Preparation the Port determined that the following  
9 environmental categories would not be affected by the  
10 proposed project and are not included in the Draft  
11 EIR. These categories include agriculture and forest  
12 resources, mineral resources, population and housing,  
13 recreation, and wildfire.

14 Now I'm going to talk about some various  
15 resource areas of interest that are included in the  
16 EIR and the first one is air quality, greenhouse gas  
17 emissions, and the human health risk assessment. For  
18 air quality and greenhouse gas emissions construction  
19 related emissions would be from the use of  
20 construction equipment, construction worker vehicle  
21 trips, and dust generation from earth moving and  
22 demolition activities. These emissions were compared  
23 to established thresholds and were determined to be  
24 less than significant. Operation related emissions  
25 are from aircraft operations as well as passenger and

1 worker vehicle trips.

2           The air quality and greenhouse gas emission  
3 impacts that are analyzed are based on future levels  
4 of aviation activity that are forecast to occur at  
5 OAK regardless of whether the proposed project is  
6 implemented. Most of the emissions are from aircraft  
7 operations and this would be a potentially  
8 significant and unavoidable impact. The Port would  
9 include zero emission opportunities and sustainable  
10 design into its development to meet zero emission  
11 goals. The Port would also install electric  
12 infrastructure in the new terminal and the relocated  
13 cargo area.

14           In addition, Southwest Airlines which is  
15 the largest air carrier at OAK is currently using  
16 sustainable aviation fuel at OAK. Southwest's goal  
17 is to replace ten percent of its total jet fuel  
18 consumption with sustainable aviation fuel by 2030.  
19 The Port will continue to work with its airline  
20 tenants on opportunities to bring in more sustainable  
21 aviation fuel to Oakland. While these measures and  
22 initiatives I just described would continue to be  
23 implemented at OAK the Draft EIR took a conservative  
24 approach to the air quality and greenhouse gas  
25 analysis and they are not included in that analysis.

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

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

25                   To evaluate aircraft operation noise



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

16 The next area of interest is transportation  
17 and for that we go to vehicle miles traveled or VMT  
18 and that is a calculation of every trip taken by a  
19 person multiplied by the length of each trip. The  
20 VMT was determined based on vehicle trip generation,  
21 passenger enplanements, and average trip length.

22 It's worth mentioning that a passenger enplanement is  
23 simply the number of people that get on a commercial  
24 aircraft at OAK and that is a standard measurement  
25 that is used by the FAA. As shown the VMT per

1 enplanement with the proposed project in 2028 and  
2 2038 would be less than the VMT per enplanement under  
3 2019 conditions.

4           For cultural resources the proposed project  
5 would demolish the Terminal 1 ticketing and baggage  
6 claim building that was designed by noted  
7 architecture firm Warnecky and Warnecky. Demolition  
8 of the building which is shown here on the slide  
9 would be considered a potentially significant impact  
10 on a historical resource. As mitigation a historic  
11 American building survey report or HABS report would  
12 be prepared prior to demolition and public  
13 interpreted materials would be developed. The  
14 proposed project would not cause a substantial  
15 adverse change in the significance of known  
16 archaeological resources.

17           For biological resources the airport  
18 occupies 2,600 acres and that includes wetlands as  
19 well as other upland habitats comprised of non-native  
20 annual grassland, monolithic stands of pappas grass  
21 and ice plant, developed areas, bare ground, and  
22 gravel. These biological resources are shown on the  
23 slide. Most of the wetlands within the airport are  
24 non-tidal and occur mainly east and west of the  
25 terminals and south of the main runway. Most of the

1 airport is already paved. However the proposed  
2 project would result in the loss of less than one  
3 acre of wetland which is described as a low quality  
4 linear drainage feature in two places. The first is  
5 adjacent to Taxiway B or Bravo and the second is west  
6 of the proposed North Field lot. Impacts to those  
7 wetland features would be offset through wetland  
8 credits already purchased by the Port from the San  
9 Francisco Bay Wetland Mitigation Bank which would  
10 reduce the impact of the proposed project to a less  
11 than significant level.

12 I'm going to revisit the EIR process flow  
13 chart that you saw earlier so I can talk about next  
14 steps and I want to reiterate what those next steps  
15 are going to be. The Port has extended the public  
16 comment period to October 16th, 2023 and will accept  
17 comments until 5 p.m. Pacific Daylight Time on that  
18 date. The next step following the public review  
19 period is to prepare the responses to comments that  
20 are received and those would be included in the Final  
21 EIR. There will be public notification that the  
22 Final EIR has been completed and is available for the  
23 public prior to certification by the Board of Port  
24 Commissioners. Regarding NEPA the FAA will be the  
25 lead agency for NEPA. The FAA has not determined the

1 schedule yet for the NEPA documentation so  
2 information about the NEPA process will be available  
3 at a later date.

4 MS. LIANG: Here are the four ways to  
5 provide comments on the Draft EIR.

6 The first is to send an email to  
7 termdev@portoakland.com. That's T-E-R-M-D-E-V at  
8 portoakland.com. The second is to use the online  
9 form found on the project website which is  
10 www.oaklandairport.com/terminaldevelopment. The  
11 third is to provide your comments via U.S. Mail.  
12 Send those comments to me, Colleen Liang, at Port of  
13 Oakland, 530 Water Street, Oakland, California 94607.  
14 The fourth is to provide your comments today during  
15 this virtual public meeting. All comments must be  
16 received by 5 p.m., Pacific Daylight Time on October  
17 16th, 2023. Please account for mail delivery to be  
18 sure your mailed comments are received on time.

19 If you would like to provide comments today  
20 but do not want to state them verbally you can submit  
21 your comments in writing by clicking on the "Chat"  
22 button on the toolbar at the bottom of your screen  
23 and then typing in your comment. Please be aware  
24 that there is a limit of about 1,000 characters for a  
25 chat message. If you have additional comments you

1 can create a new chat or you can send in your  
2 comments via email, online or the U.S. Mail as  
3 described earlier. I will provide that information  
4 again at various times during our meeting. To  
5 provide comments verbally click on the "raise hand"  
6 button on the toolbar at the bottom of your screen.  
7 For those of you on the phone dial star nine to raise  
8 your hand.

9 We will be calling on people in the order  
10 hands are raised. For those participants using a  
11 phone we will identify you by the last three digits  
12 of your phone number. Once your name or your last  
13 three digits of your phone number has been called  
14 staff will allow you to unmute yourself. At that  
15 time you will receive a notice asking you to unmute.  
16 For those online just click on that "unmute" button  
17 and you will be able to speak. For those on the  
18 phone unmute your phone and dial star six to speak.  
19 Once you are unmuted please state and spell your name  
20 for the record. In addition if you are representing  
21 an agency or an organization please state the name of  
22 that agency or organization.

23 Each speaker will have two minutes to  
24 provide their comment. Once you have identified  
25 yourself we will start the 2-minute clock and you may

1 provide your comments. Each speaker is allowed one  
2 opportunity to speak and you may provide your  
3 comments and you will not be permitted to cede your  
4 time to another person. If you have additional  
5 comments please submit them through the chat feature  
6 or in one of the other ways to submit comments as  
7 described earlier. All verbal comments will be a  
8 part of the public record for the project and we will  
9 respond to them in the Final EIR. There will not be  
10 a verbal response. Any questions will be treated as  
11 a comment and will part of the public record.

12 Also important is to remind everyone to be  
13 respectful of others and to use appropriate language  
14 when making comments. These comments will be part of  
15 the public record for the proposed project. Dave?

16 MR. FULL: All right. Thank you, Colleen.

17 So we do have some folks who have raised  
18 their hand and I am going to call on those folks in  
19 the order that it has come up on my screen. What I  
20 am going to do is identify the next speaker and then  
21 the speaker after that so if could be prepared when I  
22 call your name. And again, I'm just going to repeat  
23 that we would like for you to state your name and to  
24 spell your name and then we will start that 2-minute  
25 clock. Okay? And also if I mispronounce your name

1 I'm very sorry about that so that is one of the  
2 reasons why we do have you state your name and spell  
3 it for the record. Okay?

4 I will also ask you to speak as slowly as  
5 you can and still be able to get all your thoughts in  
6 because the court reporter will be trying to make  
7 that record of this meeting. Okay? So I do see that  
8 our timer is up and ready to be used and our first  
9 speaker is Beatriz Ramirez and Beatriz will be  
10 followed by Gustavo Gutierrez so Beatriz we are  
11 unmuting you. Go ahead and state and spell your name  
12 and then we'll start your 2-minute clock.

13 MS. RAMIREZ: Thank you. My name is Beatriz  
14 Ramirez; B-E-A-T-R-I-Z, R-A-M-I-R-E-Z. I'm 20 years  
15 old and I'm a junior in college. I really care about  
16 nature and its beauty. Nature also keeps communities  
17 healthy and thriving and I feel that the carbon  
18 emissions from airplanes impact communities the most  
19 that work, live, and go to school near airports.

20 I know it's possible to preserve land  
21 without risking communities so I find that expanding  
22 the Oakland airport is unnecessary. Please don't  
23 pollute the air and please don't expand the airport.  
24 Thank you.

25 MR. FULL: All right. Thank you, Beatriz.

1                   Okay. Our next speaker is going to be  
2 Gustavo Gutierrez and Gustavo will be followed by  
3 Susan Wright. So Gustavo we will unmute you and you  
4 may begin.

5                   MR. GUTIERREZ: Thank you. This is Gustavo  
6 Gutierrez. That's G-U-S-T-A-V-O, G-U-T-I-E, double  
7 R, E-Z, and I'm a staff member for Communities for a  
8 Better Planet. So yeah, I think I find you know as  
9 Beatriz. I care about you know the environment, I  
10 care about the air we breathe. I know that you know  
11 airlines are raining down ultrafine particles on  
12 communities that they fly over. I know by publicly  
13 available information that airplanes that are coming  
14 off of the Oakland airport are flying over East  
15 Oakland instead of other areas in order to meet noise  
16 reduction requirements, right? So you know I find  
17 all this problematic and I think that if we expand  
18 the airport it will only increase you know those  
19 issues that our communities are facing.

20                   I find fault in the logic that the  
21 increases in demand are inevitable. You know I think  
22 that -- I think expanding the airport you know it's  
23 an economic fact and if it weren't expanded I think  
24 that there would be you know a reduction in how  
25 people use it because you're right it wouldn't be



1 efficient for that but we shouldn't be making it  
2 easier to spot, right? And you know we hear like  
3 that that shouldn't matter because airlines are  
4 reducing their emissions and that airlines aren't  
5 necessarily you know responsible for the emissions of  
6 airlines but we also know that the aviation fuels,  
7 the sustainable aviation fuels that airlines are  
8 using or are transitioning towards have problematic  
9 feed stocks, right. They're fueled by industrial  
10 agriculture right and modern cultures which are  
11 destroying our environment.

12 The last thing I'll say is that I don't  
13 feel that the airport accreditation carbon level,  
14 level two, is enough. I think there should be more  
15 like four I guess.

16 MR. FULL: All right. Thank you for your  
17 comments. Our next speaker will be Susan Wright and  
18 Susan will be followed by Greg Spooner. Please  
19 unmute Susan and Susan please go ahead and begin when  
20 you get unmuted.

21 MS. WRIGHT: Hello. My name is Susan Wright.  
22 S-U-S-A-N, W-R-I-G-H-T, and I strongly oppose the  
23 expansion. I have no problem with the sort of a  
24 beautification effort but adding more terminals would  
25 indeed lead to greater and higher demand and use of

1 the Oakland airport in allowing principles of induced  
2 demand mostly for short haul flights which is what  
3 this airport is mostly used for. So I think it's  
4 disingenuous to claim that growth would occur anyway  
5 without the project. The increased capacity would  
6 encourage more passengers and airlines would greatly  
7 increase the number of flights daily causing ever  
8 more harm to surrounding communities that already  
9 suffer massive environmental injustice not just from  
10 the airport but from freeways and other aspects of  
11 our local landscape. The increased noise pollution  
12 and small particle emissions will harm the health and  
13 well-being of families that are already coping with  
14 excessive traffic and Port-induced pollution to see  
15 an audience of a major consideration and other  
16 scenarios for meeting demand for travel especially  
17 for shorter haul distances including high-speed rail.

18 We have a climate crisis but we haven't yet  
19 convinced officials that we have to change our ways.  
20 Airports may not be able to control airlines but they  
21 do attract them and the more terminals, the more  
22 airlines, and the more planes will be flying. So for  
23 that reason I would like to disagree with the idea  
24 that more terminals are necessary and strongly oppose  
25 the idea of adding terminals. Thank you.

1                   MR. FULL: Thank you, Susan. Our next  
2 speaker will be Greg Spooner and Greg will be  
3 followed by Christine Choi. Please unmute Greg and  
4 Greg when you've been unmuted please begin and we'll  
5 start your two minutes after you've stated and  
6 spelled your name.

7                   MR. SPOONER: Hi. My name is Greg Spooner,  
8 G-R-E-G, S-P-O-O-N-E-R. Good evening Port  
9 representatives. My name is Greg Spooner as you just  
10 said. Until last year I lived in San Francisco. I  
11 now live in Sacramento. I'm a 61-year-old physicist,  
12 I work in laser medicine, and I'm a climate activist  
13 with Climate Justice groups, Scientists Rebellion,  
14 and XRSFA. Going into the DEIR it's pretty  
15 challenging to figure out what the real emissions  
16 impact of the proposed expansion would be since most  
17 of the emissions are associated with jets flying away  
18 from the airport, not taking off and landing as they  
19 cruise hundreds of miles but even if we just look at  
20 the so-called LTO evidence of the greenhouse gasses  
21 contained in the Draft EIR it's clear that what the  
22 plan describes represents an increase of around ten  
23 percent over the baseline 2019 year or 2028 and  
24 somewhere around 35 percent by 2038.

25                   Okay. So what are the expected emissions

1 from the rest of the Bay during that period? Well,  
2 DOCMED (sic) in their 2017 report looks to see GHG  
3 emissions drop by about 10 percent by 2030 and 20  
4 percent by 2040. In transport the District expects a  
5 similar drop so while the rest of the Bay will be  
6 responding to the climate emergency by reducing GHG's  
7 your plan calls for going in the opposite direction  
8 and why? Because you can. The aviation sector has  
9 done an amazing job of implementing itself from  
10 regulation and reporting by local, State or even  
11 Federal authorities. The Port Authority says it  
12 doesn't have the authority to regulate emissions.  
13 That's true, but you have the power to do so, so I'd  
14 like to ask you to do so in this time of climate  
15 emergency. Stop increasing emissions and please  
16 reshape this plan in a way that the OAK modernization  
17 does not mean a growth in aviation and emissions.  
18 Thank you, very much.

19 MR. FULL: All right. Thank you, Greg. Our  
20 next speaker will be Christine Choi and Christine  
21 will be followed by GJango Sheridan. Christine, we  
22 will unmute you and then you may begin.

23 MS. CHOI: Hi. My -- can you guys hear me?  
24 Sorry, I'm on my phone.

25 MR. FULL: Yeah, we can.

1 MS. CHOI: Okay. My name is Christine Choi;  
2 C-H-R-I-S-T-I-N-E, Choi, C-H-O-I, and I will begin.

3 I've lived on Bay Farm Island in Alameda,  
4 California since first grade and I will miss it when  
5 it's gone. Bay Farm Island will be under water in my  
6 lifetime. In 2022, the National Oceanic and  
7 Atmospheric Administration reported that the Earth's  
8 greenhouse gasses were the highest on record in  
9 return causing for the tenth consecutive year global  
10 average sea levels rising to a new record high. If  
11 we continue down this dangerous path my town will be  
12 covered with 36 inches of water above today's high  
13 tide by 2030. Yet just a 5-minute drive from my  
14 house the Oakland airport plans on building 16 new  
15 gates which will more than double their current  
16 airplane carbon emissions and it's worse than  
17 expanding other forms of transportation because  
18 burning fuel on the stratosphere warms the planet on  
19 average three times more than just emitted carbon  
20 dioxide.

21 In a world where we should be doing  
22 everything in our power to overturn the effects of  
23 climate change before they're irreversible, before  
24 our homes are raised by the sea the Oakland airport  
25 and the Port of Oakland are thinking human lives are

1 exchangeable. We are in a climate emergency. Just  
2 days ago Hurricane Hillary hit LA the first tropical  
3 storm to hit LA in 84 years, Hawaii experienced the  
4 deadliest U.S. wildfire in more than a century, and  
5 my city struggles to breathe as king tide after king  
6 tide pounds on our door. I want a future, not just a  
7 future but a better one, we all do, and we deserve  
8 one. Thank you.

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

10 Our next speaker is Gjango Sheridan and  
11 Gjango will be followed by I just have Jeffrey. I  
12 don't have a last name so Jeffrey we will identify  
13 you when we get there okay? So Gjango why don't you  
14 go ahead and begin.

15 MR. SHERIDAN: All right. My name is Gjango  
16 Sheridan, G-J-A-N-G-O, S-H-E-R-I-D-A-N. I'm a  
17 16-year-old Berkeley High student and I'm here in  
18 opposition of the airport because of its contribution  
19 to the climate crisis. When I was at school today I  
20 noticed that the air quality was pretty bad, it was  
21 smoky. It was one of the many reminders that I get  
22 daily that I may not have a future. Expanding the  
23 airport whether you want to take responsibility or  
24 not will allow for more air travel which is a major  
25 greenhouse gas emitter. Trying to calculate

1 construction-related emissions is pennies on a dollar  
2 compared with airplane emissions.

3           You say you're just meeting the projected  
4 increased demand of passengers but for one I know  
5 your projections aren't taking the climate crisis  
6 into account. The future is extremely unpredictable  
7 right now due to the climate crisis so trying to  
8 predict that 24.7 million passengers are going to be  
9 flying from the Oakland airport in 2038 is  
10 irresponsible. The fires in Hawaii and the hurricane  
11 in Los Angeles are prime examples of this  
12 unpredictability. Ironically those places are some  
13 of the most popular destinations that the Oakland  
14 airport serves.

15           Also, California is trying to cut emissions  
16 in half by 2030 so this is going in the complete  
17 wrong direction. Instead of planning for a normal  
18 future we need to be mitigating our unsustainable  
19 practices in order to have a future. Aircraft  
20 operation emissions are avoidable by not doing this  
21 project. Thank you.

22           MR. FULL: All right. Thank you, Gjango.

23           Again our next speaker is Jeffrey and  
24 Jeffrey will be followed by Heather MacLeod. I'm  
25 assuming our folks have found Jeffrey and can unmute

1 him so Jeffrey please state both your first and last  
2 name and then spell that for the record. Thank you.

3 MR. MELCHER: Thank you. Jeffrey Melcher.  
4 J-E-F-F-R-E-Y, M-E-L-C-H-E-R. I am from Berkeley and  
5 I'm one of the adult advisors for a group called,  
6 "Youth Power" and we have -- I'm going to read an  
7 essay by a fourth grader who was a little too shy to  
8 speak but the words are hers. "If you burn gasoline  
9 you get pollution. Airplanes burn a lot of gasoline  
10 and so they make a lot of pollution. If you make the  
11 airport bigger there will be more planes. If there  
12 are more planes there will be more pollution. The  
13 pollution can cause wildfires which cause smoke and  
14 ash in the sky. This makes people with asthma go to  
15 the hospital. The pollution makes the climate hot  
16 and sometimes the heat kills people. Please don't  
17 make the airport bigger. It will cause more  
18 pollution and more heat of the atmosphere."

19 I would also like to make some personal  
20 comments on my own. I'm just seeing a -- I've been  
21 through this presentation several times beginning to  
22 understand that the climate impact is very local  
23 about what's happening specifically during the  
24 construction which I want to address is I'm not  
25 hearing that there is climate impact, environmental



1 impact on the materials itself; the concrete, the  
2 metal, the plastic. All the things that are used to  
3 make this airport expansion also have effects on the  
4 climate by production of those things and I think  
5 that those should be included. And then probably  
6 also adding the effects of the seawall that would  
7 need to be around the airport from the melting of the  
8 ice caps due to the output of airplanes so there's a  
9 kind of a cyclical cycle that needs to be addressed  
10 here on a larger aspect. Thank you.

11 MR. FULL: Great. Thank you, Jeffrey. Our  
12 next speaker is Heather MacLeod and Heather will be  
13 followed by Nikhita just initial "B." So Heather we  
14 will unmute you and you may begin.

15 MS. MACLEOD: Hello. My name is Heather  
16 MacLeod; H-E-A-T-H-E-R, M-A-C-L-E-O-D. I'm a teacher  
17 and one of the adult advisors for "Youth Power  
18 Climate Action." I'd like to speak to the assumption  
19 in the DEIR that the airport has to expand because  
20 market forces and demand require it. Forecasting the  
21 future is always dicey and especially now when we  
22 live in unprecedented times. Market forces aren't  
23 some inevitable thing like the force of gravity.  
24 They're simply people and companies who hope to make  
25 a profit; the airline companies who spend millions on

1 advertising and frequent flier incentives to create a  
2 habit of flying, the oil companies who care more  
3 about the billions of dollars they can make than they  
4 do about the health and well-being of people and  
5 animals on our planet but there are forces that will  
6 decrease the number of airline passengers as well.

7 Not only the storms and fires that cancel  
8 flights but the force of human creativity which  
9 allows us to find ways to have great vacations close  
10 to home, the forces of self-preservation and love for  
11 future generations, the forces of caring and of  
12 rationality make people decide to try less polluting  
13 forms of transportation or to cut one or two flights  
14 so they can cut their personal emissions in half.

15 We ask you the Port to be on the side of  
16 the forces who want to breathe clean air and have a  
17 planet we and our children can live on. Please don't  
18 make more gates, please don't invite and encourage  
19 the airlines to pollute more. We can cut flight  
20 emissions from Bay Area airports in half in the next  
21 six years but not if you add 16 new gates. Thank  
22 you.

23 MR. FULL: Great. Thank you, Heather. All  
24 right. Our next speaker is going to be Nikhita, last  
25 initial "B" and Nikhita will be followed by Bella,

1 last initial "G." Nikhita, we will unmute you and  
2 then if you could state and spell both your first and  
3 last names for the record that would be appreciated.  
4 Thank you.

5 MS. BULUSU: Hi. My name is Nikhita  
6 Bulusu; N-I-K-H-I-T-A, B-U-L-U-S-U. I will begin.

7 I'm a senior in high school with the group,  
8 "Youth Power Climate Action" and when I get out into  
9 the world I want to be able to say I'm proud to be an  
10 adult but how can I when the adults around me are  
11 consistently making bad decisions to the climate when  
12 those closest to me don't even believe there's a  
13 problem to solve. The Oakland airport expansion is  
14 just another example of the adult world's  
15 bureaucracy. I understand their chart made up for  
16 the facts.

17 The facts are our planet is sick, the  
18 planet is choking, and the Oakland airport has  
19 control to do something about it. Expansion can and  
20 will contribute to this climate emergency and so  
21 there this becomes clear in thousands of pages and  
22 serve a responsibility. Please don't expand the  
23 airport. Thank you.

24 MR. FULL: All right. Thank you, Nikhita.  
25 Our next speaker will be Bella last initial

1 "G" followed by Erika Pascual. Let's go ahead and  
2 unmute Bella and again Bella if you'd state and spell  
3 both your first and last name. Thank you.

4 MS. GOLDWASSER: My name is Bella Goldwasser.  
5 B-E-L-L-A, G-O-L-D-W-A-S-S-E-R. I'm a member of  
6 "Youth Power Climate Action." I'm 17 years old and a  
7 senior at Alameda High School. Fighting climate  
8 change is one of the most important parts of my life.  
9 I want to live in and pass on a world that is safe,  
10 just, and beautiful, and right now you have a  
11 powerful opportunity to contribute to that goal. By  
12 not expanding the Oakland airport you can lead our  
13 transition into a world with fewer carbon emissions.

14 Now is not the time to encourage more  
15 airplanes to fly. As climate change becomes a larger  
16 and larger part of our lives consumers particularly  
17 my generation and myself will want to fly in  
18 airplanes less, not more. On the rare occasions that  
19 I do have to fly I would rather it be with an airport  
20 I know is fighting for climate justice just as much  
21 as I am. Don't add new gates to the Oakland airport.  
22 It is unnecessary and reinforces the idea that we  
23 have no power to slow global warming. Right now you  
24 have incredible power to support a consumer change to  
25 the benefit of the climate. Thank you.

1                   MR. FULL: Okay. Thank you, Bella. Our next  
2 speaker is Erika Pascual and Erika will be followed  
3 by Sophia Mack. Erika, we'll unmute you and you may  
4 begin.

5                   MS. PASCUAL: Hello. Can you hear me?

6                   MR. FULL: Yes, Erika we can hear you.  
7 Please begin.

8                   MS. PASCUAL: Thank you. Hi everyone.

9                   My name is Erika Pascual; E-R-I-K-A,  
10 P-A-S-C-U-A-L and I'm speaking today against for  
11 expansion of the airport. I'm a low income person of  
12 color who has spoken to children for years nearby by  
13 our homes and it's very important for these things to  
14 change. It affects our health, our families' health  
15 by causing respiratory and health issues like asthma  
16 and can even lead to cancer. We are often left out  
17 of these conversations even when they're affecting us  
18 the most and I've seen it personally in our community  
19 and our family. I've seen many people develop asthma  
20 and cancer and it's not just a coincidence especially  
21 because we are near the airport. When you actually  
22 live through it and see the effects it changes your  
23 perspective and affects your life in many ways.

24                   I believe that the airport should not  
25 expand until they find a way to do it without

1 emissions and without damaging our community. Thank  
2 you.

3 MR. FULL: Great. Thank you, Erica. Our  
4 next speaker is Sophia Mac and Sophia will be  
5 followed by Emiko Oishi. I'm sorry Emiko. That was  
6 my best try on that. Sophia we will unmute you and  
7 you may begin.

8 MS. MAC: Hello. Can you hear me?

9 MR. FULL: Yes, Sophia. Please go ahead.

10 MS. MAC: All right. Thank you. Good  
11 evening. My name is Sophia Mac; S-O-P-H-I-A, M-A-C.  
12 I'm in eleventh grade and a member of "Youth Power  
13 Climate Action." We supported an art contest on the  
14 theme of environmental impacts of airport expansion.  
15 Erica Newman the fifth grade essay winner asked me to  
16 read this because she is celebrating her birthday  
17 tonight. She says, "I'm fully aware that this plan  
18 to expand the Oakland airport could increase the  
19 amount of money earned and more money means nicer  
20 things but think of this. If we increase the amount  
21 we fly California will have more wildfires. Some  
22 places in California will be too hot to live in. San  
23 Joaquin Valley and Tulare Lake Basin have already  
24 flooded from the bad California storms.

25 If agricultural land gets flooded there

1 won't be enough food and that would cause food  
2 shortages. As icebergs melt the sea level will rise  
3 and the cities near the coast will flood so what's  
4 the purpose of nicer things if we can't live in  
5 California?" Therefore, having now heard what Erica  
6 has said we should modernize the airport without  
7 expanding it. Thank you.

8 MR. FULL: All right. Thank you, Sophia.

9 Our next speaker is Emiko Oishi and Emiko  
10 Oishi. Emiko will be followed by Kate Chu. Emiko  
11 let's, we will unmute you and you may begin.

12 MS. OISHI: My name is Emiko Oishi,  
13 E-M-I-K-O, O-I-S-H-I. I am in third grade. It's  
14 simple math. More planes mean more pollution. The  
15 Oakland airport should stop polluting. It will hurt  
16 you and the animals. Thank you.

17 MR. FULL: All right. Thank you, Emiko. We  
18 appreciate it. Next up is Kate Chu and Kate will be  
19 followed by Twyla. There's no last name but Twyla  
20 I'm certain you know who you are so be prepared.  
21 Kate, we will unmute you and you may begin.

22 MS. CHU: My name is Kate Chu, C-H-U. I'm  
23 in twelve grade and I'm a member of "Youth Power  
24 Climate Action." Our group sponsored an art contest  
25 on the theme of environmental impacts of airport

1 expansion. Sophia Satimal one of the winners asked  
2 me to read this because she has a class tonight.  
3 "People worldwide know that we face storms, heavy  
4 flooding, droughts, and wildfires in several parts of  
5 the world due to the climate change. Now you may ask  
6 what can you do to reverse the effects of climate  
7 change? The answer to this is simple. Stop burning  
8 fossil fuels. Flying harms the climate more than any  
9 other form of travel per passenger mile.

10 This project constructing 16 new gates to  
11 expand the Oakland airport harms the climate. The  
12 more gates there are the more flights people take and  
13 the more pollution and global warming. In a round  
14 trip flight from Oakland to New York City it can  
15 produce 1.5 metric tons of CO2 per passenger. Isn't  
16 that a lot for just a single passenger? Now imagine  
17 how many people travel to New York City on a Boeing  
18 737 which has approximately 143 seats. Multiply 143  
19 passengers by 1.5 metric tons of CO2. The number is  
20 215 metric tons of CO2 per round trip flight to New  
21 York City. And then we are talking about adding 16  
22 more gates at the Oakland airport? Think about it.  
23 We're producing 215 metric tons of CO2 per flight  
24 without the additional gates. What would happen if  
25 we added the 16 gates; the severe climate emergency



1 and we need to take action. Thank you.

2 MR. FULL: All right. Thank you, Kate.

3 Our next speaker is Twyla and then after  
4 Twyla I have Gracie, no last name but Gracie you will  
5 be up after Twyla. Twyla, we will unmute you and you  
6 may begin. Please be sure to state and spell your  
7 first and last name. Thank you.

8 MS. SHERIDAN: My name is Twyla Sheridan,  
9 T-W-Y-L-A, S-H-E-R-I-D-A-N. I'm 12 years old and in  
10 seventh grade. I care about this because I want to  
11 be alive in ten years and with the way things look  
12 now that may not be possible. Like Hurricane  
13 Hillary; we're seeing really weird weather and it's  
14 just getting worse because of all the harmful  
15 businesses that want money and who can say no to  
16 mullah? I can if my life is on the line.

17 Businesses can use their money to provide  
18 things that are good for the planet like electric  
19 cars. I know it's easier said than done but the more  
20 we wait the harder, harder, harder, harder it will be  
21 to make those changes so I say let's start now by  
22 keeping the airport small. Thank you.

23 MR. FULL: Thank you, Twyla. Our next  
24 speaker will be Gracie and Gracie will be followed  
25 Hugh Roman. Let's unmute Gracie and Gracie please

1 state and spell your first and last name and then  
2 you'll be able to begin.

3 MS. OSBORNE: Thank you. My name is Gracie  
4 Osborne; G-R-A-C-I-E, O-S-B-O-R-N-E, and I am with  
5 "Zoo versus Apocalypse" (sic). I am speaking against  
6 expansion. As a college student studying public  
7 health my interest is in learning how the  
8 environment, policies and corporations' actions  
9 impact people's lives. We need to identify a few  
10 factors that undoubtedly impact peoples' quality of  
11 life. Expanding the airport puts people's lives at  
12 stake. Ultrafine particles, toxic fuel needed, and  
13 much more will be detrimental. Environmental  
14 injustice can be silent but it's deadly. We might  
15 not see the impacts right now but we'll see it in the  
16 long run and it impacts what future generations will  
17 face. We need agencies and organizations that want  
18 to cut emissions by 2030 and similar years. Why  
19 can't the Port do the same? Let's move forward in  
20 envisioning and implementing a world that's  
21 sustainable and beautiful. Please say no to  
22 expanding the airport. Thank you.

23 MR. FULL: All right. Thank you, Gracie.

24 And my next speaker is Hugh Roman and I do  
25 not have any speakers after Hugh so if you would like

1 to speak please go ahead and raise your hand so that  
2 we can call on you. We are here until 7:30 so we  
3 will get everybody in that raises their hand prior to  
4 7:30. So Hugh, we will unmute you. I do see I have  
5 a speaker after Hugh. Let me go ahead and say who  
6 that is going to be. That will be David Gassman but  
7 Hugh you are up next so let's unmute Hugh and let him  
8 begin.

9 MR. ROMAN: Hello. My name is Hugh Roman.  
10 That's spelled H-U-G-H, R-O-M-A-N. I live in Oakland  
11 and I'm in the eighth grade. I care about the  
12 environment and I'm concerned about our air quality  
13 in the Bay Area. Expanding Oakland airport and  
14 adding 16 new terminals would significantly worsen  
15 the air quality across Oakland and its adjacent  
16 cities affecting everyone's health.

17 Planes are the most polluting means of  
18 transport and the ones that generate the most amount  
19 of greenhouse emissions and contribute to the severe  
20 climate crisis we already have. Instead, we should  
21 invest in a more sustainable public transit network  
22 such as rail. Please stop expansion of Oakland  
23 airport. Thank you.

24 MR. FULL: Great. Thank you, Hugh.

25 Okay. Our next speaker is David Gassman

1 and David will be followed by Lin Griffith. Let's  
2 unmute David and let him begin.

3 MR. GASSMAN: Yes. Thank you. My name is  
4 David Gassman. Oh you can spell David, I'm sure.  
5 Gassman, G-A, two S's, M-A-N and I happen to be on  
6 the steering committee of the "Stop OAK Coalition"  
7 and I wanted to say that I don't see the Board as  
8 enemies. I want to be clear about that. I do in a  
9 way see them as opponents and I'm trying to be part  
10 of a dialogue to make for a happier relationship.

11 My concern is well I don't want to see or  
12 let me put it differently. I wish prosperity on the  
13 City of Oakland, on the Port of Oakland, and on the  
14 airport. I personally whenever obviously the  
15 coalition may think am not interested in seeing the  
16 airport shut down or dismantled but it's clear to me  
17 that the plan is what you're calling the  
18 "modernization plan" is really an extension, a bigger  
19 and better version of what we currently have and that  
20 is untenable for all the reasons that you heard  
21 people give before. We have to have a different kind  
22 of air transportation. We can't keep going on with  
23 burning carboned-based fuels and even so-called  
24 sustainable aviation fuel is really a carbon-based  
25 fuel that does the same thing as a fossil fuel so

1 that's what I'm personally trying to get across.

2 Thank you, very much.

3 MR. FULL: All right. Thank you, David.

4 Our next speaker will be Lin Griffith. Lin  
5 will be followed by Tiffany Sa. Lin, we will unmute  
6 you and you may begin.

7 MS. GRIFFITH: (Inaudible.)

8 MR. FULL: Lin, I think we've enabled you to  
9 unmute yourself. There should be a button there that  
10 you can use to go ahead and unmute yourself.

11 MS. GRIFFITH: Do I need to give my name  
12 again?

13 MR. FULL: Yes, Lin.

14 MS. GRIFFITH: Okay. I'm sorry.

15 MR. FULL: You do need to.

16 MS. GRIFFITH: No, I'm sorry. I thought I  
17 was unmuted before.

18 MR. FULL: No. Yeah. Why don't you start  
19 now and we'll do your name and spell it and then  
20 we'll start your two minutes. Okay?

21 MS. GRIFFITH: Okay.

22 MR. FULL: Thank you.

23 MS. GRIFFITH: My name is Lin Griffith. It's  
24 spelled L-I-N, G-R-I-F-F-I-T-H. The unexamined life  
25 is not worth living and the unexamined public agency

1 floats along doing what others have always done  
2 without an examined guiding principle. Business as  
3 usual based on an assumption of growth is what has  
4 gotten into, gotten us into the climate crisis that  
5 we are only now opening our eyes and seeing all  
6 around us, what's causing the heat, droughts,  
7 wildfires, floods that are worsening at an alarming  
8 rate. it's not something or someone else. It's us,  
9 we who go right on designing bigger and more resource  
10 rich systems including airports that make life easier  
11 for the affluent few who fly.

12 Our national and state governments are  
13 finally regulating and creating incentives to reduce  
14 greenhouse gas emissions from road transportations  
15 and other areas but have stepped aside from  
16 regulating aviation emissions. To both raise and  
17 propel aircraft requires a much more challenging  
18 amount of energy and no solution can be readied in  
19 the limited time available but fortunately individual  
20 customers are noticing the increase in disasters and  
21 making the connection to our behavior and flying  
22 less. It is time for the Port of Oakland to make  
23 that connection too.

24 Who has the courage to be the first to say  
25 enough growth, enough increasing extraction of

1 resources to allow the affluent to live well? Who  
2 has the courage to stop overusing our share of  
3 resources and allowing other countries and the next  
4 generations their turn? I call upon the Port of  
5 Oakland to make a much better name for itself by  
6 becoming a leader of conscience. What California  
7 starts, other states follow. It's time to turn  
8 around the self-indulgence era by starting to live  
9 within planetary boundaries and ensuring equity.

10 Modeled and responsible behavior that  
11 will --

12 MR. FULL: -- thank you, Lin. Your two  
13 minutes are up. Thank you. All right. My next  
14 speaker is Tiffany Sai and Tiffany will be followed  
15 by Fawn McLaughlin. Tiffany, we will unmute you and  
16 you may begin.

17 MR. LIN: Hello. My name is Benjamin Lin.

18 I'm on the wrong phone. You spell that by  
19 B-E-N-J-A-M-I-N. L-I-N for the last name. I'd like  
20 to preface that the airline industry makes up \$1.25  
21 trillion in the United States and this is important  
22 because many jobs depend on it. However, expanding  
23 the airline industry would only increase the damages  
24 when it eventually needs to go. Additionally, it is  
25 imperative that we approach the expansion of the

1 Oakland airport with unwavering caution. A surge in  
2 aircraft contributes to the escalating deterioration  
3 of global air quality. In the face of recurring  
4 wildfires and catastrophic natural events it becomes  
5 crucial to undertake preventative measures like  
6 curbing potential sources of pollutants. Let's stand  
7 for our commitment to the future by making thoughtful  
8 decisions today. Thank you.

9 MR. FULL: All right. Thank you,  
10 Benjamin. My next speaker is Fawn McLaughlin and I  
11 do not have any other speakers beyond Fawn. So if  
12 you would like to provide comments there still is an  
13 opportunity so go ahead, raise your hand, and we will  
14 recognize you but for right now Fawn we will unmute  
15 you and you will be able to begin.

16 MS. MCLAUGHLIN: Good evening and thank you.

17 My name is Fawn McLaughlin; F-A-W-N,  
18 M-C-L-A-U-G-H-L-I-N and I just wanted to thank and  
19 compliment all of the particularly the youth speakers  
20 that have spoken today. I'm impressed about their  
21 passion and concerned about the quality of their  
22 future and the emphasis I heard from these young  
23 speakers is basically don't proceed based on greed.  
24 I understand that the Port needs to be competitive  
25 with other airports in the region but we don't want



1 this to be a race to the bottom and have an  
2 environment that people cannot tolerate and live in.

3 The other message I heard was that there  
4 are environmental impacts that we already experience.  
5 I live in Bay Farm Island which is in the flight path  
6 between the general aviation and the commercial  
7 runways and we have a common saying here when we're  
8 walking our dog in the morning like "Hmmm, nothing  
9 like the smell of jet fuel in the morning." So with  
10 its expansion it's only going to get worse.

11 I respectfully ask the Port to consider  
12 the comments expressed by the speakers and scale back  
13 this proposal to modernize without an expansion.  
14 Thank you, very much.

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

16 I do not have any other speakers that have  
17 raised their hand. As I indicated we will be here  
18 until 7:30 so I -- Colleen, I think you and I will go  
19 dark and then if somebody else does raise their hand  
20 we will come back on and call on that person to  
21 provide their comments.

22 (Recess)

23 MR. FULL: All right. I just wanted to  
24 remind folks that are on the Zoom call here that if  
25 you have not provided verbal comments this evening

1 and still would like to do so be sure to use the  
2 "raise hand" function and that way we can see that  
3 you would like to speak and then I can call on you to  
4 provide your comments. If you're looking for the  
5 "raise hand" function it should be on the bottom tool  
6 bar on your screen. Also I want to say that if you'd  
7 like to not provide verbal comments this evening you  
8 always can provide those comments using the "chat"  
9 function and that also is an icon on the bottom of  
10 your screen.

11 We will continue to be here until 7:30 so  
12 if anybody would like to provide a comment please do  
13 raise your hand and we will then call on you. We'll  
14 come back at 7:25 Colleen just to make sure that we  
15 determine whether anybody else would like to make a  
16 comment. So again, we'll go dark and we'll come back  
17 at 7:25.

18 (Recess)

19 MR. FULL: Hey, Colleen we are approaching  
20 7:30. I do not see that anybody else has raised  
21 their hand to provide a comment but we will wait  
22 until 7:30 to make sure that we do not have anybody  
23 who raises their hand so I'll be standing by. Is  
24 that okay with you Colleen?

25 MS. LIANG: Yes.

1 MR. FULL: Thank you.

2 (Recess)

3 MR. FULL: All right. I see it has just hit  
4 7:30 so we don't have anybody else that would like to  
5 provide a comment so the comment period is closed and  
6 Colleen you may finalize the meeting tonight.

7 MS. LIANG: Great. Thank you, Dave.

8 Thank you for participating in our public  
9 meeting today. As a reminder if anyone missed the  
10 presentation the recording or transcript will be  
11 posted on the website where you will be able to view  
12 it. Also I want to remind everyone how to provide  
13 comments. You can send an email to  
14 termdev@portoakland.com. You can also use the  
15 online form found on the project website which is  
16 www.oaklandairport.com/terminaldevelopment. You can  
17 also send comments to via U.S. Mail to me at Port of  
18 Oakland, Colleen Liang, 530 Water Street, Oakland,  
19 California, 94607. As a reminder all comments must  
20 be received by 5 p.m. Pacific Daylight Time on  
21 October 16th, 2023. If mailing comments please  
22 account for mail delivery time to be sure your mailed  
23 comments are received on time.

24 Thank you again for participating today. I  
25 would also like to thank the interpreters from

1 International Contact and the court reporter for  
2 their assistance today. We will now conclude the  
3 meeting. Thank you.

4 (The foregoing proceedings were  
5 concluded at 7:35 p.m.)

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

3 That the foregoing proceedings were taken  
4 remotely 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 26th day of September 2023.

15

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David Disbrow

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DAVID DISBROW, CSR # 7768

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<p><b>\$</b></p> <hr/> <p><b>\$1.25</b> 47:20</p> <p><b>\$130</b> 6:3</p> <hr/> <p><b>-</b></p> <hr/> <p><b>---ooo---</b> 3:3</p> <hr/> <p><b>1</b></p> <hr/> <p><b>1</b> 6:15 11:23 12:2, 4 18:5</p> <p><b>1,000</b> 20:24</p> <p><b>1.5</b> 17:9,13 40:15, 19</p> <p><b>10</b> 28:3</p> <p><b>12</b> 41:9</p> <p><b>13</b> 16:19</p> <p><b>13.4</b> 6:11</p> <p><b>143</b> 40:18</p> <p><b>15126(d)</b> 9:25</p> <p><b>16</b> 12:19 29:14 34:21 40:10,21,25 43:14</p> <p><b>16-year-old</b> 30:17</p> <p><b>16th</b> 19:16 20:17</p> <p><b>17</b> 36:6</p> <p><b>17th</b> 9:2</p> <p><b>1960's</b> 6:15</p> <hr/> <p><b>2</b></p> <hr/> <p><b>2</b> 12:2,4</p> <p><b>2,600</b> 18:18</p> <p><b>2-minute</b> 21:25 22:24 23:12</p> <p><b>20</b> 5:25 23:14 28:3</p> <p><b>2017</b> 28:2</p> <p><b>2019</b> 6:10 18:3 27:23</p>	<p><b>2021</b> 8:25</p> <p><b>2022</b> 29:6</p> <p><b>2023</b> 3:1 9:2 19:16 20:17</p> <p><b>2025</b> 16:19</p> <p><b>2026</b> 16:20</p> <p><b>2027</b> 16:20</p> <p><b>2028</b> 18:1 27:23</p> <p><b>2030</b> 15:18 28:3 29:13 31:16 42:18</p> <p><b>2038</b> 18:2 27:24 31:9</p> <p><b>2040</b> 28:4</p> <p><b>2048</b> 6:21</p> <p><b>215</b> 40:20,23</p> <p><b>24</b> 6:19</p> <p><b>24.7</b> 31:8</p> <p><b>242,000</b> 6:12</p> <p><b>29</b> 6:13</p> <hr/> <p><b>3</b></p> <hr/> <p><b>30th</b> 3:1</p> <p><b>35</b> 27:24</p> <p><b>36</b> 29:12</p> <p><b>37</b> 11:5</p> <hr/> <p><b>4</b></p> <hr/> <p><b>45</b> 12:18</p> <hr/> <p><b>5</b></p> <hr/> <p><b>5</b> 19:17 20:16</p> <p><b>5-minute</b> 29:13</p> <p><b>530</b> 20:13</p> <hr/> <p><b>6</b></p> <hr/> <p><b>61-year-old</b> 27:11</p>	<p><b>640,000</b> 6:11</p> <p><b>6:00</b> 3:2</p> <hr/> <p><b>7</b></p> <hr/> <p><b>737</b> 40:18</p> <p><b>7:30</b> 43:2,4 49:18</p> <p><b>7th</b> 8:25</p> <hr/> <p><b>8</b></p> <hr/> <p><b>84</b> 30:3</p> <hr/> <p><b>9</b></p> <hr/> <p><b>94607</b> 20:13</p> <p><b>98,000</b> 6:2</p> <hr/> <p><b>A</b></p> <hr/> <p><b>accept</b> 19:16</p> <p><b>access</b> 5:22 12:15 13:4</p> <p><b>accommodate</b> 9:14,19,23 11:13 13:23</p> <p><b>accommodated</b> 6:10</p> <p><b>accommodates</b> 6:5,7</p> <p><b>account</b> 20:17 31:6</p> <p><b>accreditation</b> 25:13</p> <p><b>acre</b> 19:3</p> <p><b>acres</b> 18:18</p> <p><b>Act</b> 7:18,23 8:14</p> <p><b>Acting</b> 4:21</p> <p><b>action</b> 33:18 35:8 36:6 38:13 39:24 41:1</p> <p><b>actions</b> 42:8</p> <p><b>activist</b> 27:12</p>	<p><b>activities</b> 14:22 16:15</p> <p><b>activity</b> 6:5 15:4</p> <p><b>acute</b> 16:5</p> <p><b>add</b> 34:21 36:21</p> <p><b>added</b> 40:25</p> <p><b>adding</b> 25:24 26:25 33:6 40:21 43:14</p> <p><b>addition</b> 5:24 7:12 15:14 21:20</p> <p><b>additional</b> 20:25 22:4 40:24</p> <p><b>Additionally</b> 47:24</p> <p><b>address</b> 32:24</p> <p><b>addressed</b> 33:9</p> <p><b>adequate</b> 9:21</p> <p><b>adjacent</b> 19:5 43:15</p> <p><b>Administration</b> 8:11 29:7</p> <p><b>adult</b> 32:5 33:17 35:10,14</p> <p><b>adults</b> 35:10</p> <p><b>adverse</b> 18:15</p> <p><b>advertising</b> 34:1</p> <p><b>advisors</b> 32:5 33:17</p> <p><b>Advisory</b> 7:1</p> <p><b>affected</b> 10:14 14:9</p> <p><b>affecting</b> 37:17 43:16</p> <p><b>affects</b> 37:14,23</p> <p><b>affluent</b> 46:11 47:1</p> <p><b>agencies</b> 8:6 42:17</p> <p><b>agency</b> 8:18 19:25 21:21,22 45:25</p>	<p><b>agenda</b> 5:3,4</p> <p><b>agricultural</b> 38:25</p> <p><b>agriculture</b> 14:11 25:10</p> <p><b>ahead</b> 23:11 25:19 30:14 36:1 38:9 43:1,5 45:10 48:13</p> <p><b>air</b> 14:16,18 15:2, 15,24 23:23 24:10 30:20,24 34:16 43:12,15 44:22 48:3</p> <p><b>aircraft</b> 6:12,13 9:21,23 11:20 12:19,20,23 13:24 14:1,25 15:6 16:9, 25 17:2,14,24 31:19 46:17 48:2</p> <p><b>airfield</b> 10:11 11:10 12:21 13:19</p> <p><b>airline</b> 13:20 15:19 33:25 34:6 47:20,23</p> <p><b>airlines</b> 6:10 15:14 24:11 25:3, 4,6,7 26:6,20,22 34:19</p> <p><b>airplane</b> 29:16 31:2</p> <p><b>airplanes</b> 23:18 24:13 32:9 33:8 36:15,18</p> <p><b>airport</b> 3:7 4:19 5:16,18,20 6:4,6, 9,10,13,15,20,25 9:24 11:11,16 13:18,23 16:6,7,9 18:17,23 19:1 23:22,23 24:14, 18,22 25:13 26:1, 3,10 27:18 29:14, 24 30:18,23 31:9, 14 32:11,17 33:3, 7,19 35:13,18,23 36:12,19,21 37:11,21,24 38:14,18 39:6,15, 25 40:11,22 41:22</p>
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