OAKLAND INTERNATIONAL AIRPORT

Terminal Modernization and Development Project Environmental Impact Report

November 2021

Oakland International Airport (OAK), owned and operated by the Port of Oakland (Port), is the main airport for the greater East Bay, the most populated region in the Bay Area. OAK accommodates millions of domestic and international passengers each year. OAK also serves as a major cargo hub for FedEx and UPS.

OAK currently has 29 aircraft gates in two terminals located in its South Field: Terminal 1 and Terminal 2. Terminal 1 was constructed in 1962, and Terminal 2 was constructed in 1985. The terminals do not meet current industry standards and were not designed to serve the number of passengers using OAK prior to the COVID-19 pandemic. Air travel recovery as well as a growth in passengers at OAK are expected in the future. Due to the age, condition, and size of the existing OAK terminals, development is needed to modernize OAK facilities, meet industry safety standards, improve operational efficiency, and accommodate an increase in passengers.

The Port is proposing to modernize existing Terminals 1 and 2 and construct a new terminal to address facility safety, efficiency, and modernization needs.

OAK 2019 Highlights

- Two terminals with a combined 29 gates
- Approximately 13.4 million annual domestic and international passengers
- 242,000 total aircraft takeoffs and landings
- Two major all-cargo carriers: FedEx and UPS
- Approximately 9,000 direct jobs generated

The OAK Terminal Modernization and Development Project consists of:

- Modernization of existing Terminals 1 and 2, including:
  - » Consolidation of passenger processing functions (ticketing, baggage handling, security)
  - » Construction of expanded Customs and Border Protection facilities for international arrivals
- Construction of a new terminal
- Reconfiguration of existing cargo and support facilities within the Terminal Area
- Improvements to the roadway, parking areas, and support facilities

The new terminal would be constructed as a single-level terminal processor building with a two-level concourse containing the aircraft gates, located north of the existing terminals. The new terminal would provide areas for passenger check-in, passenger security screening, baggage claim, baggage handling and screening, restrooms, concessions, and other amenities. New connectors would provide access between the new terminal and the existing facilities.

The modernization of existing Terminals 1 and 2 and development of a new terminal would result in a total of two terminals and 16 net new gates at OAK.

Existing Facilities at OAK

Proposed Project Area

OAK Terminal Modernization and Development Project Background

In planning for the future of OAK, the Port began conducting preliminary terminal planning studies that built on previous terminal analysis studies and OAK's Master Plan. The Port identified the potential need for terminal modernization and development, which became the basis for the Proposed Project now undergoing environmental review. Airfield expansion or additional runways are not planned.

Prior to issuing a Notice of Preparation (NOP) for the Draft Environmental Impact Report in accordance with the California Environmental Quality Act (CEQA), the Port conducted a virtual community engagement meeting on November 18, 2020, to discuss the Proposed Project, gather community feedback, and share the process for future engagement.

Environmental Impact Report

The Port is preparing an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the OAK Terminal Modernization and Development Project, pursuant to CEQA. The purpose of an EIR is to provide government agencies and the public with detailed information about the potential effects a proposed project is likely to have on the environment. Beyond identifying environmental effects, an EIR also identifies ways to avoid, minimize, or mitigate those effects.

Draft EIR Contents

The EIR will provide:

- A detailed description of the Proposed Project

- Analysis of the potential environmental effects from the Proposed Project

- Mitigation measures to reduce the effects of potentially significant environmental impacts

- Alternatives to the Proposed Project that could avoid or reduce potentially significant environmental impacts

Environmental Resources to be Analyzed

The EIR will include an analysis of potential impacts on the following environmental resource areas:

- **Aesthetics**
- **Air Quality**
- **Biological Resources**
- **Cultural Resources**
- **Energy**

- **Geology and Soils**
- **Greenhouse Gas Emissions**
- **Hazards and Hazardous Materials**
- **Hydrology/Water Quality**
- **Land Use/Planning**

- **Noise**
- **Public Services**
- **Transportation**
- **Tribal Cultural Resources**
- **Utilities/Service Systems**
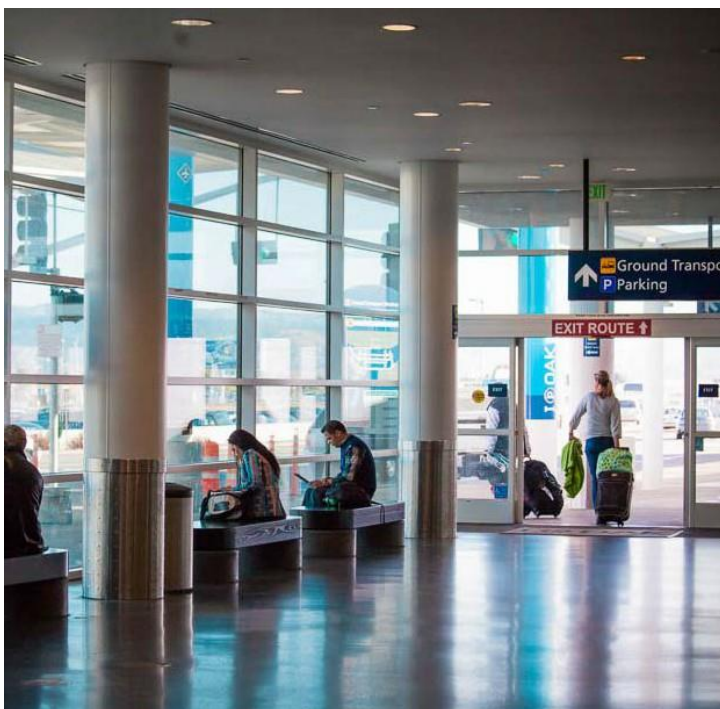
CEQA and Community Involvement

Community involvement is essential to the CEQA process, which provides a number of opportunities for public participation. As the first step, the Port issued an NOP and initiated a 30-day public comment period on May 7, 2021, to invite comments on the scope and content of the information to be included in the Draft EIR. The Port held four virtual public scoping meetings to receive comments and to share information on the Proposed Project and the environmental review process. Comments received during the public scoping period are being considered in the preparation of the Draft EIR.

There will be another opportunity to comment when the Draft EIR is released for public review, which is anticipated to occur in 2023.

The Final EIR will address comments raised during the Draft EIR public comment period. The CEQA process will conclude with the certification of the EIR by the Board of Port Commissioners and a Notice of Determination.

Environmental Review Process

In addition to review under CEQA, the Proposed Project will require approval from the Federal Aviation Administration (FAA) and thus will also require review under the National Environmental Policy Act (NEPA). The Port of Oakland is the lead agency for the CEQA documentation, and the FAA will be the lead agency for NEPA documentation.

Decisions on how and when to proceed with the project will be made following the completion of the environmental review process.

CEQA Process

Visit **www.oaklandairport.com/terminaldevelopment** to sign up to receive future notices about the OAK Terminal Modernization and Development Project and future opportunities to provide input. Emails can be sent to: TermDev@portoakland.com.