APPENDIX B. SCOPING REPORT

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PORT OF OAKLAND

OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT

ENVIRONMENTAL IMPACT REPORT SCOPING REPORT

NOVEMBER 2021

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1.0 PUBLIC INVOLVEMENT PROCESS

1.1 Introduction

Oakland International Airport (OAK or the Airport) is in the City of Oakland, Alameda County, California. OAK is a medium hub airport certificated under Title 14, Code of Federal Regulations (CFR), Part 139, governing airports that provide primary air carrier service. The Airport is owned and operated by the Port of Oakland (Port) and provides airfield, terminal, and support facilities for commercial passenger flights, air charter/taxi operations, air cargo, and general aviation operations.

The Proposed Project addresses facility safety, efficiency, and modernization needs, by developing the Terminal Area including the construction of a new terminal; modernization of existing Terminals 1 and 2, including consolidation of passenger processing functions (ticketing, baggage check-in, security); and construction of expanded Customs and Border Protection (CBP) facilities for international arrivals; and reconfiguration of existing cargo and support facilities. Development also includes improvements to the terminal area roadway, parking areas, and support facilities. Modernization of Terminals 1 and 2 and development of the new terminal would result in an increase of 17 gates at OAK.

The scoping period started May 7, 2021, and comments were due to the Port by June 7, 2021, at 3:00 pm Pacific Daylight Time (PDT). The Port conducted public scoping meetings on May 25 and 26, 2021. The purpose of the public scoping meetings was to ensure that the general public and regulatory agencies were made aware of the Proposed Project and were given an opportunity to ask questions and provide input as part of the EIR process.

1.2 Notice of Preparation and Advertisements for the Public Scoping Meetings

Scoping Notices – Notification of the scoping process for this EIR was issued in compliance with the requirements of the California Environmental Quality Act (CEQA).

Newspaper Advertisements – A display advertisement announcing the CEQA scoping process and providing notification of the scoping meetings was published in each of the newspapers listed below. The newspapers were comprised of English, Spanish, and Chinese language newspapers. The newspaper advertisements were published in conjunction with the release of the Notice of Preparation (NOP). A listing of each newspaper, the date of the advertisement, and the approximate coverage area of the newspaper is provided in **Table 1-1**. **Attachment 1,** which provides copies of each newspaper advertisement.

Press Release – A press release was posted to the Port of Oakland's website on Tuesday, May 25, 2021 (see **Attachment 2**). The Port's media distribution list contains 3,000+ emails to local, national, and international media outlets as well as industry leaders who have requested to be on the press list.

eblasts – Email notifications (eblasts) were disseminated to contacts in the stakeholder list. The initial eblast announcing the release of the NOP and scoping meetings was disseminated on Friday, May 7, 2021, in conjunction with the release of the NOP. A scoping meeting reminder eblast was disseminated on Tuesday, May 25, 2021. An eblast reminder of the close of public scoping comment period was disseminated on Thursday, June 3, 2021 (see **Attachment 3**).

TABLE 1-1
NEWSPAPER ADVERTISEMENTS

NEWSPAPER	DATE OF ADVERTISEMENT	APPROXIMATE COVERAGE
East Bay Times (published daily)	Friday, May 7, 2021	Contra Costa and Alameda Counties
World Journal (Chinese) (published daily)	Friday, May 7, 2021	San Francisco Bay Area
Sing Tao Daily (Chinese) (published daily)	Friday, May 7, 2021	San Francisco Bay Area
Vision Hispana (Spanish) (published every other Friday)	Friday, May 7, 2021	Oakland, Hayward, San Francisco, San Leandro, Fremont, Alameda, San Lorenzo, Newark, Union City
East Bay Express (published on Wednesdays)	Wednesday, May 12, 2021	Oakland, Berkeley, Alameda
Post News Group:[/a/] *Oakland Post, Richmond Post, Berkeley Post, San Francisco Post, South County Post, Vallejo Post, Stockton Post, Marin County Post* (published on Wednesdays)	Wednesday, May 12, 2021	Oakland, Richmond, Berkeley, San Francisco, South County (Hayward, Fremont), Vallejo, Stockton, Marin
Alameda Sun (published on Thursdays)	Thursday, May 13, 2021	Alameda
Daily Californian (published on Thursdays)	Thursday, May 13, 2021	Berkeley, UC Berkeley
San Leandro Times (published on Thursdays)	Thursday, May 13, 2021	San Leandro, San Lorenzo, Alameda, Castro Valley, Oakland, Hayward

/a/ Advertisement published in one Post News Group publication automatically publishes in all Post publications: Oakland Post, Richmond Post, Berkeley Post, San Francisco Post, South County Post, Vallejo Post, Stockton Post, Marin County Post.

Social Media – Announcements of the virtual scoping meetings were posted on the Port of Oakland website and OAK's Facebook, Twitter, and Instagram platforms. Posts were made from Monday, May 10, 2021, through Wednesday, May 26, 2021 (**see Attachment 4**).

Onsite Airport Advertisements – Announcements of the virtual scoping meetings were posted at the Airport. These advertisements included posters that were available from May 7, 2021, through June 7, 2021. Two posters were posted pre-security – one in Terminal 1 and one in Terminal 2. Four posters were posted post-security – two in Terminal 1 and two in Terminal 2. In addition, the virtual scoping meetings were advertised on flight information display systems throughout Terminals 1 and 2 from May 5, 2021, through June

11, 2021. A copy of the information that was available at the Airport is presented in **Attachment 5**.

1.3 Virtual Public Scoping Meetings

The public scoping meetings were held virtually on May 25, and May 26, 2021, via Zoom. A PowerPoint presentation was given by Colleen Liang (Port of Oakland), David Full (RS&H), and Bryant Francis (Port of Oakland), and is included as **Attachment 6**. Representatives from the Port of Oakland, the FAA, and the consultant team were available to discuss the scoping process, and the Proposed Project, as well as to answer appropriate scoping questions and field appropriate scoping comments from members of the public. A total of 176 people attended the public scoping workshops.

Transcripts from each virtual public meeting are presented in **Attachment 7**.

1.4 Scoping Comments

Scoping comments were accepted in the following formats during the scoping period:

- Electronic submission to Colleen Liang, Port Environmental Supervisor at CLIANG@PortOakland.com,
- Submittal of an online form at https://www.OaklandAirport.com/TerminalDevelopment/,
- U.S. Mail to:
  Port of Oakland, Environmental Programs and Planning Division, c/o Colleen Liang
  530 Water Street, Oakland, California 94607,
- Verbally at the virtual scoping meetings,
- Via chat at the virtual scoping meetings.

A total of 6 agencies, 13 organizations, and 47 members of the public provided comments during the scoping period. Refer to **Section 2.0** for the complete list of commenters.

Comments were due to be received no later than 3:00 pm PDT on Monday, June 7, 2021. Several letters were received after the scoping period closed but were still accepted and are included in the responses in **Section 3.0**.

2.0 LIST OF COMMENTERS

Comments made during the public scoping process were provided by agencies (**Table 2-1**), organizations **(Table 2-2**), and members of the public (**Table 2-3**).

TABLE 2-1
AGENCIES PROVIDING COMMENTS

ID	Commenter Name, Title	Organization
A-1	Cathleen Sullivan, Director of Planning	Alameda County Transportation Commission (Alameda CTC)
A-2	Mark Leong, District Branch Chief, Local Development	California Department of Transportation (Caltrans), District 4
A-3	Allen Tai, AICP, City Planner	City of Alameda
A-4	David J Rehnstrom, Manager of Water Distribution Planning	East Bay Municipal Utility District (EBMUD)
A-5	Nancy Gonzalez-Lopez, Cultural Resources Analyst	Native American Heritage Association
A-6	Katharine Pain, Principal Shoreline Development Analysis	San Francisco Bay Conservation and Development Commission

TABLE 2-2
ORGANIZATIONS PROVIDING COMMENTS

ID	Commenter Name, Title	Organization
O-1	Gary Graham Hughes, California Policy Monitor	Biofuelwatch
O-2	Robert Jansen	BLR Group
O-3	Matt Pourfarzaneh, President	Citizens League for Airport Safety and Serenity (CLASS)
O-4	Carmen Borg, member of Alameda community group	CLASS
O-5	Carmen J. Borg, AICP, Urban Planner & Osa L. Wolff	CLASS
O-6	Victor Cordell, Executive Committee Member	CLASS
O-7	Tyler Earl, Staff Attorney	Communities for a Better Environment
O-8	David R. Fiore, JD, CM, Airport Relations & Development	FedEx Express
O-9	Margery Eriksson, Chair	Keep Jets Over the Bay (KJOB)

ID	Commenter Name, Title	Organization
O-10	Dawn P. Argula, CEO & President	Livermore Valley Chamber of Commerce
O-11	Reva Fabrikant	Save Our Skies Easy Bay
O-12	Igor Tregub, Chair	Sierra Club Northern Alameda County Group
O-13	Ariella Granett, Steering Committee Member	Stop OAK Expansion

TABLE 2-3
PUBLIC PROVIDING COMMENTS

ID	Commenter Name
P-1	Susan Aberg
P-2	John Batcheller
P-3	Michael Bostick
P-4	Tina Broder
P-5	Charles J. Cameron
P-6	Bruce Cribley
P-7	Michael Dieffenbach
P-8	Carla Dillard Smith
P-9	Jennifer Evangelist
P-10	Mary Forte
P-11	Vernon Freeman
P-12	David Gassman
P-13	Ariella Granett
P-14	Sandra Harrison
P-15	William and Sandra Harrison
P-16	Carol Healey
P-17	Christine Ingoldsby
P-18	Michelle Ingram
P-19	Richard Jepsen
P-20	Carrolyn Kubota
P-21	Laura Kuhlemann
P-22	Louise Lang
P-23	Marilyn Langlois

ID	Commenter Name
P-24	Antony J. Lepire
P-25	David Likuski
P-26	Barton Lounsbury
P-27	Julie Machado
P-28	Howard Matis
P-29	Roger McClure
P-30	Yvonne McHugh
P-31	George Moore
P-32	James T Nelson
P-33	Luis Ortega
P-34	Audrey Pirruccello
P-35	H. Rostock
P-36	Marilyn Sandifur
P-37	Mark Santamaria
P-38	Ed Sing
P-39	Chiho and Richard Solomon
P-40	Jim Stewart
P-41	Alan Stewart
P-42	Judy Taylor
P-43	Flora Tso
P-44	Judy Ubsdell
P-45	Thomas Varghese
P-46	Solomon Weingarten
P-47	Nance Wilson

3.0 RESPONSES TO SCOPING COMMENTS

Table 3-1 provides each comment received by the Port. The comments are organized by commenter (see list of commenters in **Section 2.0**). All comments were transcribed or copied directly from written and verbal comments. Written comments were not corrected for accuracy, spelling, or grammatical errors. Bold, underline, and similar formatting from the commenter remain.

A response to each comment is provided. The response identifies how the comment will be addressed in the Draft EIR or the reasons why the comment is not relevant to the environmental review process.

Method Received Key:

E = Email
W = Website Form
M = U.S. Mail
V = Verbally during the Scoping Meetings
C = Zoom Chat Feature during the Scoping Meetings

TABLE 3-1
RESPONSES TO SCOPING COMMENTS

ID	Method Received	Comment Number	Comment Summary	Response to Comment
Agencies				
A-1	E	1	Basis for Congestion Management Program (CMP) Review • It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: https://www.alamedactc.org/planning/congestion-management-program/.	The Transportation and Traffic section of the Draft Environmental Impact Report (Draft EIR) will discuss existing traffic volumes compared to possible changes in traffic volumes as a result of the Proposed Project. It will also conduct a CMP analysis consistent with Alameda County Transportation Commission (CTC) requirements.
		2	Use of Countywide Travel Demand Model • The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.	The analysis for the Transportation and Traffic section of the Draft EIR will use the Alameda Countywide model and acquire necessary permissions prior to use.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-1 *cont.*	E	3	Impacts The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network. • MTS roadway facilities in the project area include: I-880, Doolittle Dr, Hagenberger Rd, and Davis St. • For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or in a separate document provided to Alameda CTC. • The Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information). Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf	The Transportation and Traffic section of the Draft EIR will cover the Metropolitan Transportation System (MTS) roadway network consistent with requirements.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-1 *cont.*	E	4	The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators. • MTS transit operators potentially affected by the project include: BART and AC Transit • Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.	The comment regarding transit options to the Airport is noted. The Transportation and Traffic section of the Draft EIR will discuss changes to transit as a result of the Proposed Project. The Transportation and Traffic section of the Draft EIR will discuss access between the proposed terminal and transit connections.
		5	The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan. • Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.	The Transportation and Traffic section of the Draft EIR will discuss changes in surface traffic that would occur as a result of the Proposed Project and make a determination for whether the Proposed Project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-1 *cont.*	E	6	Mitigation Measures Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be: • Adequate to sustain CMP roadway and transit service standards; • Fully funded; and • Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.	The comments regarding mitigation measures are noted and will be considered if significant impacts are identified. The comment regarding the financing of the replacement terminal is noted.
		7	The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.	The comments regarding mitigation measures are noted and will be considered if significant impacts are identified. The comment regarding the financing of the replacement terminal is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-1 *cont.*	E	8	Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.	The comments regarding mitigation measures are noted and mitigation will be considered if significant impacts are identified.
		9	The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).	The comments regarding Travel Demand Modeling (TDM) are noted and will be considered if significant impacts are identified.
A-2	M	1	**Travel Demand Analysis** With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide. If the project meets the screening criteria established in the Port of Oakland or the Office of Planning and Research's (OPR) adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in alignment with VMT policy. Projects that do not meet the	The Transportation and Traffic section of the Draft EIR will discuss how the Proposed Project affects Vehicle Miles Traveled (VMT) either through documentation of why the Proposed Project screens out or through a detailed VMT analysis, pending the findings of the VMT assessment.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-2 *cont.*	M	1 *cont.*	screening criteria should include a detailed VMT analysis in the DEIR, which should include the following: • VMT analysis pursuant to the Port of Oakland or OPR guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City. • A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated. • The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained. • Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.	
		2	**Mitigation Strategies** Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' Smart Mobility 2010: A Call to Action for the New Decade, the proposed project site is identified as an	The Draft EIR will identify impacts of the Proposed Project with respect Traffic and Transportation. Mitigation measures, including conservation

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-2 *cont.*	M	2 *cont.*	Urban Center where community design is strong and regional accessibility is high. Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT: • Project design to encourage mode shift like walking, bicycling and transit access; • Transit and trip planning resources such as a commute information kiosk; • Real-time transit information systems; • Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities); • New development vehicle parking reductions; • VMT Banking and/or Exchange program; • Incorporation of bicycle lanes in street design; • Wayfinding and bicycle route mapping resources; • Pedestrian network improvements; • Traffic calming measures; • Implementation of electric vehicle (EV) network, including designated parking spaces for EVs; • Limiting parking supply; • Market price public parking; • Employee and public ridesharing programs, Commute Trip Reduction programs; • Transit and trip planning resources such as a commute information kiosk; • Real-time transit information system; and • Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities).	measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-2 *cont*.	M	3	Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.	The Transportation and Traffic section of the Draft EIR will identify whether TDM is needed to reduce impacts of the Proposed Project.
		4	**Transportation Impact Fees** Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.	The Draft EIR will identify impacts of the Proposed Project with respect to Traffic and Transportation. Mitigation measures, including conservation measures, will be identified for significant impacts. The comment regarding financing is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-2 *cont.*	M	5	**Lead Agency** As the Lead Agency, the Port of Oakland is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.	The Draft EIR will identify impacts of the Proposed Project with respect to Traffic and Transportation. Mitigation measures, including conservation measures, will be identified for significant impacts.
		6	**Equitable Access** If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.	The comments on maintaining equitable access are noted. Improvements identified in the Draft EIR would use the latest design standards when built and required access would be maintained during construction.
A-2 *cont.*	M	7	**Encroachment Permit** Please be advised that any permanent work or temporary traffic control that encroaches onto the State Right of Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.	The comment regarding the need for encroachment permits is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-2 *cont.*	M	7 *cont.*	To download the permit application and to obtain more information on all required documentation, visit https://dot.ca.gov/programs/traffic-operations/ep/applications.	
A-3	E	1	The City of Alameda appreciates the value of the Oakland International Airport to the regional economy and its important role in providing mobility to our region. The Proposed Project addresses facility safety, efficiency, and modernization needs by developing the Terminal Area including the construction of a new terminal, modernization of existing Terminals 1 and 2, as well as improvements to the terminal area roadway, parking areas, and support facilities. We understand that the Proposed Project will result in an increase of 17 gates.	The comments regarding understanding of the Proposed Project are noted.
		2	As the airport prepares its EIR, the City of Alameda asks that the scope of the EIR include consideration of how flight increases (both recent actual increases and forecasted potential future increases) will affect noise experienced in communities neighboring the airport. Specifically, we request that the EIR study any noise and safety impacts of the Proposed Project to the Alameda community.	The Draft EIR will identify impacts of the Proposed Project with respect to Noise. The Draft EIR will also identify impacts to safety in the Transportation and Hazards and Hazardous Materials. Mitigation measures, including conservation measures, will be identified for significant impacts.
		3	In addition, as the EIR scope will include the study of air quality and greenhouse gas emissions, we request that the EIR consider air quality impacts and emissions of projected flight increases on Alameda and neighboring cities.	The Draft EIR will identify impacts of the Proposed Project with respect to Air Quality and Greenhouse Gas. Mitigation measures, including conservation measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-3 *cont.*	E	4	The City acknowledges that the Proposed Project is intended to address safety, efficiency, and modernization needs primarily on the ground, and we ask for clarification in the Project Description as to the location of new facilities and gate capacity near the North Field. Our community is concerned that an increase in airport capacity, particularly when facilities are placed in closer proximity to the North Field, may correspond to not just an overall increase in flight activity and associated noise impacts and safety risk already experienced in Alameda, but also a likely increase in commercial flights off the North Field. If negative impacts on Alameda are identified in the EIR, then we look forward to seeing appropriate mitigation of those impacts.	The Noise section of the Draft EIR will address potential changes to and effects of the number of take-offs and landings and potential effects of those changes in take-offs and landings. Arrival and departure patterns at the Airport would not change as a result of the Proposed Project and, therefore, will not be addressed in the Draft EIR. Changes associated with aircraft noise on the surrounding communities will be disclosed in the Noise section of the Draft EIR. The comments regarding mitigation measures are noted and will be considered if significant impacts are identified.
A-4	M	1	EBMUD's Central Pressure Zone, with a service elevation range between 0 and 100 feet, will serve the proposed development. Individual units in a newly built multi-occupancy commercial/industrial premises shall be individually metered. A water main extension, at the project sponsor's expense, may be required to serve the property depending on EBMUD's metering requirements and fire flow requirements set by the local fire department. Additional system capacity charges will be required due to the additional new water demand from the Project. The project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing additional water service to the proposed development. Engineering and installation of water mains and services require substantial lead time, which should be provided for in the project sponsor's development schedule.	The potential impact of the Proposed Project on water supply will be evaluated. Mitigation measures will be identified if the Proposed Project results in significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-4 *cont.*	M	2	EBMUD' s Standard Site Assessment Report indicates the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.	Potential hazardous conditions, including contaminated soil and groundwater, will be Identified in the Hazardous Materials section of the Draft EIR. Hazardous waste impacts resulting from the Proposed Project will be included in the Hazardous Materials section of the Draft EIR. The potential impact to groundwater or surface water associated with the management of potentially contaminated materials encountered during construction will be included in the Hydrology and Water Quality section of the Draft EIR.
		3	EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.	Any remediation that is part of the Proposed Project will comply with applicable regulations. The Draft EIR will address potential impacts related to soil and groundwater contamination.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-4 *cont*.	M	4	EBMUD's Main Wastewater Treatment Plant (MWWTP) & interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project & to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration & inflow (I/I) that enters the system through cracks & misconnections in both public & private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment & disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.	The potential impact of the Proposed Project on the wastewater infrastructure will be evaluated. Mitigation measures will be identified if the Proposed Project results in significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-4 *cont*.	M	5	A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.	The comment regarding the capacity of East Bay Municipal Utility District (EBMUD) to accept wastewater discharges from the Proposed Project is noted. Impacts to wastewater systems will be included in the Public Utilities section of the Draft EIR.
		6	To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while	Impacts to wastewater systems will be included in the Public Utilities section of the Draft EIR.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-4 *cont*.	M	6 *cont.*	meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.	
		7	EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant, fish and wildlife to offset demand on EBMUD's limited potable water supply. Appropriate recycled water uses include landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in non-residential buildings, cooling towers, and other applications. The Oakland Airport is located within EBMUD's San Leandro Recycled Water service area and present opportunities for recycled water uses ranging from landscape irrigation, toilet flushing and other non-potable commercial and industrial applications that can be served by the existing or expanded pipelines in the future. The current recycled water in the area is limited to secondary treated supply which is suitable for irrigation purposes per the state and health regulations but no other applications; however, the existing San Leandro Recycled Water project could potentially upgrade the treatment to a tertiary level which can expand and allow for indoor and commercial uses. If EBMUD determines that recycled water is available and appropriate for these applications, the project sponsor will be responsible for the extension of recycled water pipelines to and within the proposed development. Alternatively, the Port of Oakland could consider and evaluate the feasibility of an on-site satellite system to provide recycled water for irrigation and other potential uses to serve the Project. The satellite system can connect to and utilize either the partially treated secondary supply from the San Leandro Recycled Water project or other local	The comment regarding the availability of recycled water as a mitigation measure to augment non-potable water use is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-4 *cont.*	M	7 *cont.*	wastewater sources in the vicinity of the airport for further treatment and use	
		8	EBMUD requires that the Port of Oakland provide irrigation and indoor uses such as toilet flushing and cooling estimated demands and maintain continued coordination and consultation with the EBMUD as they plan and implement the Project to determine the feasibility of the above options to provide recycled water for irrigation and other possible uses.	The Draft EIR will identify impacts of the Proposed Project with respect to sufficiency of water supply. Mitigation measures, including use of recycled water, will be identified for significant impacts.
		9	The Project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.	The comment regarding the requirement for the Proposed Project to adopt water conservation measures is noted. The Draft EIR will identify impacts of the Proposed Project with respect to sufficiency of water supply. Mitigation measures, including conservation measures, will be identified for significant impacts.
A-5	E	1	The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code§21084.l, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead	The cultural resources technical study will determine whether there are historical resources within the area of potential effect (APE). The results of this analysis will be included in the Cultural Resources section of the Draft EIR.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	1 *cont.*	agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).	
		2	CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.	The Port will conduct tribal outreach in accordance with AB 52. The results of outreach and review of available documentation will be recorded in the cultural technical study and summarized in the Cultural Resources section of the Draft EIR.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont*.	E	3	The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.	The Port will conduct tribal outreach in accordance with AB 52. The results of outreach and review of available documentation will be recorded in the cultural technical study and summarized in the Cultural Resources section of the Draft EIR.
		4	Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.	The comment regarding consultation with legal counsel is noted. SB 18 is not applicable to the Proposed Project.
		5	AB 52 has added to CEQA the additional requirements listed below, along with many other requirements: 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes: a. A brief description of the project. b. The lead agency contact information. c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)). d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list	The Port will conduct outreach in compliance with AB 52.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont*.	E	5	maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073). 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)). a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)). 3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation: a. Alternatives to the project. b. Recommended mitigation measures. c. Significant effects. (Pub. Resources Code §21080.3.2 (a)). 4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation: a. Type of environmental review necessary. b. Significance of the tribal cultural resources. c. Significance of the project's impacts on tribal cultural resources.	

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	5 *cont.*	d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)). 5. <u>Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:</u> With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)). 6. <u>Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:</u> If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following: a. Whether the proposed project has a significant impact on an identified tribal cultural resource. b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).	

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	5 *cont.*	7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs: a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)). 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in on adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)). 9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b}. (Pub. Resources Code §21082.3 (e)). 10. Examples of Mitigation Measures That, If Feasible, Moy Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:	

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	5 *cont.*	a. Avoidance and preservation of the resources in place, including, but not limited to: i. Planning and construction to ovoid the resources and protect the cultural and natural context. ii. Planning green space, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: i. Protec ting the cultural character and integrity of the resource. ii. Protecting the traditional use of the resource. iii. Protecting the confidentiality of the resource. c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. d. Protecting the resource. (Pub. Resource Code §21084.3 (b)). e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).	

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	5 *cont.*	f. Please note that it is the policy of the state that Native American remains and associated grove artifacts shall be repatriated. (Pub. Resources Code §5097.991). 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs: a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2. b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process. c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d} and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)). The NAHC's PowerPoint presentation titled , "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf	

A-5 *cont.*	E	6	SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf. Some of SB 18's provisions include: 1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)). 2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation. 3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city' s or county's jurisdiction. (Gov. Code §65352.3 (b)). 4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:	SB 18 is not applicable to the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	6 *cont*.	a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).	
		7	Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.	A request for Native American Tribal contacts and Sacred Lands Files will be conducted as a part of the cultural resources technical report. The results of this analysis will be included in the Draft EIR. SB 18 is not applicable to the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	8	NAHC Recommendations for Cultural Resources Assessments To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions: 1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine: a. If part or all of the APE has been previously surveyed for cultural resources. b. If any known cultural resources have already been recorded on or adjacent to the APE. c. If the probability is low, moderate, or high that cultural resources are located in the APE. d. If a survey is required to determine whether previously unrecorded cultural resources are present.	A records search will be conducted as part of the cultural resources technical study. The results of this analysis will be included in the Draft EIR.
		9	2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.	A cultural resources technical report will be prepared and will determine if an archaeological inventory survey is required. The results of this analysis will be included in the Draft EIR.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	10	3. Contact the NAHC for: a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE. b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures	A Sacred Lands search will be completed and will include a request for a list of appropriate tribes for consultation.
		11	4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence. a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeologic al resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities. b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans. c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code	Mitigation measures will be included if archaeological resources are identified that may be significantly affected by the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-5 *cont.*	E	11 *cont.*	§5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guideline s §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.	
A-6	E	1	The San Francisco Bay Conservation and Development Commission (BCDC) is a responsible agency for this project and will rely on the EIR when considering approvals related to the project. While the description of the project in the NOP is not specific enough for BCDC staff to comment on every potential issue that could be raised with respect to BCDC's laws and policies, staff has prepared the following comments outlining issues under BCDC's jurisdiction that should be addressed as part of the EIR. The Commission itself has not reviewed the NOP; the following comments are based on BCDC staff review of the NOP, the McAteer-Petris Act (Title 7.2 of the California Government Code), and the San Francisco Bay Plan (Bay Plan).[1] [1]The most recent version of the Bay Plan (2020) can be found at https://www.bcdc.ca.gov/publications/index.html.	The comments regarding understanding the San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction and BCDC's laws and policies are noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont.*	E	2	Based on the NOP, we understand that the Proposed Project will include the following components: • **New Terminal.** Construction of a new terminal consisting of up to two levels located north of the existing terminal complex, with new connectors joining the new and existing terminals. • **Terminal 1.** Demolition of the Terminal 1 check-in and baggage claim building and relocation of check-in and baggage processing functions to Terminal 2. Renovation of the Terminal 1 concourse and expansion of the Customs and Border Patrol facility. • **Terminal 2.** Expansion of check-in area, minor reconfiguration of the baggage screening area, development of a new outbound baggage makeup area, and expansion of the inbound baggage area. • **Roadway and Parking.** Improvements to roadway and curb front configuration at new terminal, replacement parking facilities and new parking facilities for public and employee parking east of Airport Drive and at the western edge of the airport property. • **Cargo and Support Facilities.** Demolition of freighter and belly cargo, public parking, and airline provisioning facilities. Relocation of freighter and belly cargo facilities in terminal area near Ron Cowan Parkway, involving demolition of existing Oakland Maintenance Center Hangar and relocation of employee parking. Relocation of airline provisioning and catering facilities and construction of a new consolidated receiving and distribution center northeast of existing main parking lot. Expansion and upgrading of existing fuel system and fuel farm.	The comments regarding understanding the Proposed Project are noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont.*	E	3	BCDC Jurisdiction A portion of the Proposed Project Area indicated in the NOP may be within BCDC permitting jurisdiction. Per the McAteer-Petris Act, BCDC is responsible for granting or denying permits for any proposed fill; extraction of materials; or substantial change in use of any water, land, or structure within the Commission's jurisdiction (Government Code Section 66632).	The extent of BCDC jurisdiction will be delineated as part of the aquatic resource analysis. The results of this analysis will be included in the Draft EIR.
		4	Based on the NOP project description, relevant areas of BCDC jurisdiction for the project may include the shoreline band, consisting of all territory located between the shoreline of the Bay and 100 feet landward of and parallel with the shoreline (Government Code Section 66610(b)). The EIR's project description and settings should clearly identify the shoreline band through mapping, and describe the project components taking place within BCDC jurisdiction. If any components of the Proposed Project would occur within the San Francisco Bay, defined as all areas subject to tidal action, including tidelands (land lying between mean high tide and mean low tide) and submerged lands (Government Code Section 66610(a)), the EIR should identify these components and note that they are within BCDC's Bay jurisdiction.	The Draft EIR will identify impacts of the Proposed Project with respect to BCDC jurisdiction. Mitigation measures, including conservation measures, will be identified for significant impacts.
		5	Note that per California Code of Regulations Section 10710, any "areas once subject to Commission jurisdiction remain subject to that same jurisdiction," including areas that may have been "filled or otherwise artificially altered." Thus, the EIR should state whether any portion of the Proposed Project would be located on Bay fill that was placed since 1965.	The Draft EIR will identify whether any portion of the Proposed Project would be located on Bay fill that was placed since 1965.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont.*	E	6	Land Use and Planning The EIR should include information on the Bay Plan and the McAteer Petris Act, and assess the Proposed Project's consistency with both as part of the impact analysis for land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Bay Plan is BCDC's primary policy instrument and establishes policies for development and resource conservation within the Commission's jurisdiction. Policy areas covered in the Bay Plan include water quality; airports; safety of fills; appearance, design, and scenic views; public access; and others.	The Draft EIR will include a regulatory section describing the Bay Plan and McAteer Petris Act as well as the Proposed Project's consistency with BCDC land use, policies, and regulations.
		7	Additionally, most of the Proposed Project would take place within BCDC's Airport Priority Use Area as designated by the San Francisco Bay Plan (see Plan Map 5). The EIR should acknowledge this land use designation and accompanying Bay Plan policies.	The Draft EIR will include BCDC's Airport Priority Use Area land use designation and accompanying Bay Plan policies.
		8	Hydrology and Water Quality The EIR should consider the following policy issues as part of its Hydrology and Water Quality analysis. WATER QUALITY The Bay Plan includes the following policies in its Water Quality section: • **Policy 1.** Bay water pollution should be prevented to the greatest extent feasible… • **Policy 2.** Water quality in all parts of the Bay should be maintained at a level that will support and promote the beneficial uses of the Bay as identified in the San Francisco Bay Regional Water Quality Control Board's Water Quality Control Plan, San Francisco Bay Basin and should be protected from all harmful or potentially harmful pollutants….	The Draft EIR will include an analysis of BCDC jurisdiction and BCDC's laws and policies. The Draft EIR will identify impacts of the Proposed Project with respect to water quality. Mitigation measures, including conservation measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	8 *cont*.	• **Policy 3.** New projects should be sited, designed, constructed and maintained to prevent or, if prevention is infeasible, to minimize the discharge of pollutants into the Bay by: (a) controlling pollutant sources at the project site; (b) using construction materials that contain non-polluting materials; and (c) applying appropriate, accepted and effective best management practices, especially where water dispersion is poor and near shellfish beds and other significant biotic resources. • **Policy 6.** To protect the Bay and its tributaries from the water quality impacts of nonpoint source pollution, new development should be sited and designed consistent with standards in municipal stormwater permits and state and regional stormwater management guidelines, where applicable, and with the protection of Bay resources. To offset impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation and other appropriate measures should be evaluated and implemented where appropriate. • **Policy 7.** Whenever practicable, native vegetation buffer areas should be provided as part of a project to control pollutants from entering the Bay, and vegetation should be substituted for rock riprap, concrete, or other hard surface shoreline and bank erosion control methods where appropriate and practicable	
		9	The EIR should discuss the potential for demolition, construction, and operational components of the Proposed Project to have an adverse effect on water quality, particularly to the extent that beneficial uses of Bay waters could be impacted. The analysis should address how the Proposed Project would manage potential pollution sources such as dust, debris, chemicals, and waste,	Water quality impacts, including impacts to beneficial uses of Bay waters, will be included in the Hydrology and Water Quality section of the Draft EIR. Mitigation measures

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	9 *cont*.	including pollutants from nonpoint sources, and how any potential impacts would be mitigated.	will be identified for significant impacts.
		10	FLOOD HAZARDS AND CLIMATE CHANGE The Bay Plan includes a Climate Change section, which recognizes the various ways climate change and related rises in sea level could affect the communities in BCDC's jurisdiction, particularly through sea level rise and flooding. Policies in this section establish a basis for evaluating projects based on their resiliency to projected rises in sea level. BCDC highly recommends that the EIR investigate the probability and impact of sea level rise as a matter of hydrology and water quality and to consider how sea level rise may affect the significance of impacts in other topic areas, such as those related to geological hazards and hazards and hazardous materials. Sea level rise threatens water quality not only through the release of contaminants into shoreline developments by overland flooding, but also through groundwater contamination caused by saltwater incursions into fresh groundwater reservoirs.	The comment regarding impacts of sea level rise is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont.*	E	11	The Climate Change policies include the following: • **Policy 2.** When planning shoreline areas or designing larger shoreline projects, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area. A range of sea level rise projections for mid-century and end of century based on the best scientific data available should be used in the risk assessment… • **Policy 3.** …[W]ithin areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects––other than repairs of existing facilities, small projects that do not increase risks to public safety, interim projects and infill projects within existing urbanized areas––should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century.	The Draft EIR will include an analysis of BCDC jurisdiction and BCDC's laws and policies. The comment regarding the impact of sea level rise and flood impacts and protection is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	12	As part of its flood hazard analysis, the EIR should include mapping of potential sea level rise scenarios using the best available science for projected water levels. It should reference the mapping in discussing potential impacts related to flood hazards over the life of the Proposed Project, including the potential for the Proposed Project to affect flood flows. As of June 2021, the best available science-based projections for sea level rise can be found in the State of California's 2018 Sea-Level Rise Guidance,[2] Resources available to assist the preparers of the EIR in the above assessments include BCDC's Adapting to Rising Tides (ART) maps and data products, including the Bay Shoreline Flood Explorer.[3] [2]Available at: http://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-_A_OPC_SLR_Guidance-rd3.pdf. [3]Access resources and the Flood Explorer at http://www.adaptingtorisingtides.org/maps-and-dataproducts.	The comment regarding the impact of sea level rise and flood impacts and protection is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		13	The EIR should also determine the locations of possible groundwater incursions, and analyze the impact of saline groundwater rise on the level and quality of fresh groundwater and the efficacy of possible prevention and mitigation methods (e.g., groundwater barriers). The analysis should also consider whether potential groundwater rise could affect underground utility systems, and whether potential impacts could result in contamination.	The comment regarding the impact of sea level rise and flood impacts and protection is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	14	In addition, the Bay Plan's Shoreline Protection section contains BCDC's policies for the design and implementation of shoreline protection. The EIR should state whether shoreline protection would be necessary to avoid or mitigate flooding impacts and assess how such protection would be consistent with policies of this section	The comment regarding the impact of sea level rise and flood impacts and protection is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		15	Geology and Soils Section 66632 of the McAteer-Petris Act defines fill as "earth or any other substance or material, including pilings or structures placed on pilings, and structures floating at some or all times and moored for extended periods, such as houseboats and floating docks." The EIR should note whether any portion of the Proposed Project would be taking place on fill. If so, The EIR should map and describe any areas of the project site subject to tidal action at any point since September 17, 1965 that have been subsequently filled, and describe in detail the proposed development, activity, and uses on these filled areas and consistency with the Commission's laws and policies. If any new fill is proposed as part of the project, the EIR should also indicate the location of such fill, the proposed method of fill (e.g., solid earth, pile- supported structure, cantilevered structure), the approximate volume and surface area of the Bay to be filled, and the proposed development, activity, and uses of the newly filled area.	The Proposed Project would not result in development being placed in the Bay or on new fill. The Draft EIR will identify whether any portion of the Proposed Project would be located on Bay fill that was placed since 1965.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	16	If new fill is proposed as part of the project or if portions of the project will be sited on existing fill, the EIR should include a description and consistency assessment for the Bay Plan's Safety of Fills policies, which include the following: • **Policy 2.** Even if the Bay Plan indicates that a fill may be permissible, no fill or building should be constructed if hazards cannot be overcome adequately for the intended use in accordance with the criteria prescribed by the Engineering Criteria Review Board. • **Policy 3.** To provide vitally needed information on the effects of earthquakes on all kinds of soils, installation of strong-motion seismographs should be required on all future major land fills…. • **Policy 4.** Adequate measures should be provided to prevent damage from sea level rise and storm activity that may occur on fill or near the shoreline over the expected life of a project….	The Draft EIR will include an analysis of BCDC jurisdiction and BCDC's laws and policies.
		17	Hazards and Hazardous Materials The Bay Plan's Safety of Fills policies state that even where "the Bay Plan indicates that a fill may be permissible, no fill or building should be constructed if hazards cannot be overcome adequately for the intended use in accordance with the criteria prescribed by the Engineering Criteria Review Board" (Policy 2).	The hazardous materials section of the Draft EIR will include analysis of contaminant impacts to soil in areas where fill material is planned for use, and, if necessary, will provide mitigation for those areas in order to meet requirements of the Bay Plan's Safety of Fills policy.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	18	The EIR should identify whether any portions of the project site are contaminated with hazardous substances, any potential effects associated with such contaminants, and the role other regulatory agencies, including the State and Regional water boards and the Department of Toxic Substances Control, will take in reviewing and approving the project. The analysis should discuss any potential for demolition, construction, or operation associated with the Proposed Project to disturb and/or mobilize contaminants into the Bay. As noted above, changes in sea and groundwater levels may have the potential to mobilize contaminants in and above ground.	The hazardous materials section of the Draft EIR will identify, if present, areas of the Proposed Project site that are known to be contaminated with hazardous substances and discuss regulatory requirements for soil disturbance during construction (and groundwater contamination if present). Contaminants of concern that are identified will be documented in the Draft EIR. If structures would be demolished as part of the Proposed Project, then building material hazards will be Identified and, if necessary, mitigation measures will be identified in the Draft EIR.
		19	Transportation The Bay Plan's Transportation policies state, in part, that "transportation projects on the Bay Shoreline…should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline" and "should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails" (Policy 4). The EIR should discuss whether the Proposed Project would involve circulation improvements within BCDC's jurisdiction, or if it could otherwise affect circulation within BCDC's jurisdiction.	The Transportation and Traffic section of the Draft EIR will identify proposed changes to the circulation system and assess whether the Proposed Project will conflict with a program, plan, ordinance, or policy addressing the circulation system such as Policy 4.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	20	The Bay Plan also addresses transportation issues in its Public Access policies. Under the McAteer-Petris Act, the project must provide "maximum feasible public access, consistent with a proposed project." The Bay Plan's Public Access Policies expound on this directive, stating, in part, that "maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline" (Policy 2), and "access to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available" (Policy 10).	The comment regarding the policies of the Bay Plan is noted.
		21	There are public access routes in the vicinity of the Propose Project Area, including a designated Class I bike lane along Ron Cowan Parkway and existing and proposed Bay Trail segments along the airport's perimeter. The EIR should discuss the potential for construction vehicles and operational traffic associated with the Proposed Project to impact public access routes, including whether they would pose a safety hazard for users of the routes. This should include an assessment of how the proposed project's siting and the projected influx of new employees and customers to the airport could impact traffic in the area, any changes to road design and traffic patterns, and any areas expected to experience congestion or high speeds.	The comment regarding the policies of the Bay Plan is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	22	Aesthetics The EIR should cite the Bay Plan's Appearance, Design, and Scenic Views policies in the regulatory settings of the Aesthetics analysis. Policies that may be relevant to the analysis include, but are not limited to the following: • **Policy 2.** All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore…. • **Policy 4.** Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to impact visually on the Bay and shoreline. In particular, parking areas should be located away from the shoreline…. • **Policy 8.** Shoreline developments should be built in clusters, leaving areas open around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.	The comment regarding the policies of the Bay Plan is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
A-6 *cont*.	E	23	Environmental Justice The Bay Plan includes a section on Environmental Justice and Social Equity. While environmental justice is not necessarily identified as a distinct resource area in and of itself to be analyzed under Appendix G of the CEQA Guidelines, many of the DEIR's topic areas touch on issues of environmental justice. Environmental Justice and Social Equity Policy 4 states: "If a project is proposed within an underrepresented and/or identified vulnerable and/or disadvantaged community, potential disproportionate impacts should be identified in collaboration with the potentially impacted communities. Local governments and the Commission should take measures through environmental review and permitting processes, within the scope of their respective authorities, to require mitigation for disproportionate adverse project impacts on the identified vulnerable or disadvantaged communities in which the project is proposed."	The comment regarding the policies of the Bay Plan is noted.
		24	In considering impacts related to resource topics such as air quality, noise, and transportation, which could affect quality of life for the surrounding community, the EIR should consider whether impacts may be borne disproportionately in vulnerable or disadvantaged communities. The EIR should base this determination on input gathered from meaningful engagement with potentially affected communities.	The public will be provided with several opportunities to provide comments throughout the Draft EIR process. Public scoping meetings were held on May 25 and 26, 2021. A public comment meeting will be held after the publication of the Draft EIR, which is anticipated to be published in 2022.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
Organizations				
O-1	E	1	Biofuelwatch is an international organization that works to increase public understanding and civic engagement on the land use implications of climate policy. We have a particular focus on the environmental harms and social inequities of large-scale industrial bioenergy projects, and we work extensively on addressing the negative ecological and social outcomes specifically of the forest-based biomass industry. We have also looked closely at the harms associated with emissions trading systems. Our organization participates actively with the global Stay Grounded network. We believe it is in the public interest that the Draft EIR be as exhaustive as possible when considering the climate impact of the proposed expansion of the Oakland International Airport. It is an imperative that not only impacts from carbon emissions (CO2) be considered but also the impacts from non-CO2 factors. An exhaustive review of the impacts of any increase in air traffic would necessarily need to include review of the following impacts from aviation pollution and address any measurable increase in any of these possible climate forcings associated with aviation: • Warming from contrail plumes and contrail cirrus • Warming from near ground emissions • Impacts of NOx emissions and increased ozone • Impacts from sulfate aerosols on reflectivity of low altitude clouds • Warming from accumulation of water vapor • Possible cloud changes from soot • Direct radiative effects from sulfates, soot and other emissions	The Greenhouse Gas section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions. In addition, the Air Quality section of the Draft EIR will discuss changes in air pollutant emissions associated with the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-1 *cont*.	E	2	**Proposed Conversions of SF Bay Area Refineries to Manufacturing Alternative Jet Fuels and Project Fuel Farm and Fuel Infrastructure Expansion** As the aviation industry pivots harder to the promotion of so-called 'low carbon' alternative jet fuels the Project must be analyzed in the context of the proposed conversion of local SF Bay refineries to these fuels. Any expansion of the fuel farm and fuel delivery infrastructure at the airport must be seen in the context of existing pipeline infrastructure connecting OAK with local refineries. The following are examples of the types of questions regarding future fuel supply and delivery to meet the needs of the proposed Project: • What are the possible impacts of these proposed refinery conversions on the Project, in the context of either, both or neither of the related projects coming to fruition? • What are the cumulative affects of the Project and related fuel manufacturing sector dynamics? • What does the increased demand for fuel as a foreseeable outcome of the Project mean for the production and delivery of fuels? What are the public safety, public health consideration from spill and pollution risks for fuel delivery and fuel distribution? • What about the roles of incentives and subsidies for these alternative fuels? What are the economic implications of more expensive fuels? What if subsidies and incentives were to be removed? What uncertainties and risks are presented to the environment and communities depending on these economics? How are clients of OAK impacted by the cost uncertainties? • What are the true climate impacts of the possible feedstocks for proposed alternative jet fuels?	The Greenhouse Gas and Utilities and Service Systems sections of the Draft EIR will consider changes to the use of jet fuel due to the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-1 *cont*.	E	3	**Importance of Analyzing Numerous No-Build or No-Expansion Alternatives** It is an imperative that alternatives to airport expansion and alternatives to an increase in the number of flights be analyzed. What are the possible transportation alternatives that would result in reduced climate and environmental impacts?	The Draft EIR will identify and discuss all alternatives considered, including the No Project Alternative, as required by CEQA.
O-2	V	1	Hi. My name is Robert Jansen with BLR Group. What is the anticipated day the EIR will be completed?	The comment regarding the date of completion of the Draft EIR is noted. The Draft EIR is anticipated to be released in 2022.
O-3	E	1	On behalf of the Citizens League for Airport Safety and Serenity ("CLASS"), I am writing to express our concern about Port staff's decision to limit the Aviation Stakeholder Advisory Committee's ("Advisory Committee") participation in the Oakland International Airport Terminal Development Project ("Project"). Specifically, CLASS is concerned that the Port has gone back on its word regarding the Advisory Committee having an advisory role through the planning process for the Project.	The comment regarding the Aviation Stakeholder Advisory Committee is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-3 *cont.*	E	2	For several years, Port staff has reported to the Advisory Committee regarding the preplanning process for the Project and pledged to share information with the group as it became available. Port staff assured the Advisory Committee that the group would play an advisory role and indicated that the Advisory Committee's input was welcomed and valued. Now, after only one recent meeting where we discussed operation projections, staff indicates that the group will be limited to commenting on the Project through the California Environmental Quality Act public review process. Under the Settlement Agreement, and consistent with past practice, the Advisory Committee has provided feedback about airport plans and projects and played an advisory role, as the name of the group indicates. The Port's reversal of the assurances made to the Advisory Committee violates the spirit of the Settlement Agreement and erodes the trust that has been built with the community since the Advisory Committee was formed in 2006.	The comment regarding the Aviation Stakeholder Advisory Committee is noted.
		3	Additional meetings about the Port's plans related to the Project are important to help the Advisory Committee understand the project details and provide feedback to the Port early in the process. For example, it would be helpful for the group to have: revised aviation forecasts that are being used to prepare the EIR, drawings depicting specific elements of the Project, information and plans for the proposed Cargo and Support Facilities and the expansion and upgrade of the fuel system and fuel farm, and an understanding of why the airport decided to proceed with the Project without undertaking a Master Plan update.	The comment regarding the Aviation Stakeholder Advisory Committee is noted. Public scoping meetings were held on May 25 and May 26, 2021. A public comment meeting will be held after the publication of the Draft EIR, which is anticipated to be published in 2022. There is no Federal Aviation Administration (FAA) requirement to prepare a Master Plan or a Master Plan Update. Nevertheless, the Proposed Project is based on and consistent with the Oakland International Airport Master Plan.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-3 *cont*.	E	4	CLASS appreciates the established working relationship with the Port. That relationship is built on mutual respect and trust that community representatives will have opportunities to learn about projects ahead of time and to provide meaningful feedback to the Port. We would like to continue to have a professional, friendly, and productive working relationship through this process and into the future. In this way, we are hopeful that the Port will hear the community's concerns early in the planning process and design the Project in such a way that the community can be supportive of the plans. To that end, we request that Port staff reconsider your position and continue to engage with the Aviation Stakeholder Advisory Committee in a meaningful way and does not relegate participation to formal comments submitted through the CEQA process.	The comment regarding the Aviation Stakeholder Advisory Committee is noted.
	E	1	The EIR must evaluate impacts related to increased noise and other topics using the current baseline conditions.	The Draft EIR will identify impacts of the Proposed Project with respect to noise, using 2019 as the baseline year for existing noise conditions at the Airport. Mitigation measures, including conservation measures, will be identified for significant impacts.
		2	The EIR must include a robust analysis of the Project's impacts, especially air quality, greenhouse gas emissions, public health, and noise impacts.	The Draft EIR will discuss all of the potential environmental impacts associated with the Proposed Project.
		3	The EIR must analyze all of the growth resulting from adding a terminal and 17 additional gates, including increased regional car traffic, increased flight operations, and increased noise.	The Draft EIR will discuss all of the potential environmental impacts associated with the Proposed Project.
		4	The EIR must identify the anticipated number and timing of existing and future flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-3 *cont*.	E	5	Mitigation measures must be developed for all potentially significant impacts resulting from increased flight operations.	The Draft EIR will identify feasible mitigation measures to reduce significant environmental impacts that would occur as a result of the Proposed Project.
	V	1	I am president of CLASS Citizens League for Airport Safety and Serenity. And thank you for allowing me to speak, and you did a wonderful job on my last name. I know it can be difficult. It took me two years to memorize the spelling. So I have three comments that I would like to be considered for study. One is, what assurance or how are we going to assure that the jets from the North Field, it does not get increased than what it is now? As it is now, we have got problem to control that. So we would like that -- to have a study of how we are going to mitigate the noise from the North Field and stop jets to fly from the north field.	The Noise section of the Draft EIR will address potential noise impacts associated with construction and operation of the Proposed Project.
		2	The second one is regarding the noise metric that is going to be studied. We would like to make sure that the noise metrics that are used is pre Covid, not the Covid [noise] metric because they are -- as you know, the noise was down about 80% during the Covid.	The Noise section of the Draft EIR will address existing noise conditions at the Airport. The noise analysis will use 2019 as the Baseline Year.
		3	And the third one is the -- of course, the very important one is environmental (unintelligible) inclusions because increasing the number of airline -- and this is a very congested area as it is. You know, we are trying to control the air quality. So it would be appreciated if that also is put into consideration, again, pre Covid, not, you know, the Covid, during the Covid. And thank you for allowing me to speak.	The Air Quality section of the Draft EIR will discuss potential air quality impacts associated with the Proposed Project. The air quality analysis will use 2019 as the Baseline Year. The Draft EIR will use 2019 as the Baseline Year, which was pre-COVID.

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O-4	V	1	These comments are on behalf of CLASS Community Group in Alameda. We think it's important that the EIR use the current baseline, which is existing conditions when the Notice of Preparation was published. The group would like to see a thorough analysis of air quality, greenhouse gas, and noise impacts, including single event noise impacts, resulting from additional flights. We'd like to see a full analysis of all the growth, resulting from the 17 additional gates and other development. That's it.	Section 15125 of the CEQA Guidelines requires a Draft EIR to include a description of the physical environmental conditions in the vicinity of the Proposed Project to act as the baseline physical conditions by which a lead agency determines whether an impact is significant. As the Guidelines make clear, generally the baseline will be the environmental conditions existing at the time when the Notice of Preparation is published. However, where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the Proposed Project's impacts, a lead agency may define existing conditions by referencing historical conditions. The goal of the analysis in the Draft EIR is to disclose the impacts of the Proposed Project to the public and decision makers. To do so, using historical data from 2019, as opposed to the NOP date, to establish the baseline is appropriate to present a fair and accurate description of a Proposed Project's expected environmental impacts. Using the 2019 operations as a baseline provides a better, more accurate comparison for determining

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O-4 *cont.*	V	1 *cont.*		environmental impacts, because the restricted traffic in 2020 was the result of an unprecedented pandemic from which the Airport is already recovering. To use 2020 as a baseline would distort Proposed Project impacts, which would cause the impacts of the Proposed Project to be over-reported. However, 2019 is not a projected hypothetical future baseline, but rather is the most recent actual concrete representation of normal airport operations without the pressure of a global ban on non-essential travel. The Draft EIR will discuss the potential environmental impacts associated with the Proposed Project including Air Quality, Greenhouse Gas, and Noise. Although single event noise metrics and monitoring is not a requirement under CEQA, the Draft EIR will include a discussion of single event noise metrics for informational purposes only.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5	E	1	On behalf of the Citizens League for Airport Safety and Serenity ("CLASS"), thank you for the opportunity to review the Notice of Preparation ("NOP") for the Oakland International Airport's ("OAK") Terminal Development Project ("Terminal Project" or "Project"). We look forward to taking part in OAK's continuing efforts to ensure that the impacts of OAK are minimized and mitigated. In order to fully address the community's concerns, the draft environmental impact report ("DEIR") must analyze the full scope of the Project's environmental impacts, including the growth-induced impacts of adding new passenger terminals and gates.	The Draft EIR will discuss all of the potential environmental impacts associated with the Proposed Project.
		2	As the Port of Oakland is aware, CLASS has a number of longstanding concerns related to OAK, including but not limited to noise and public safety impacts. CLASS is particularly concerned with the magnitude of this proposed Project. The NOP indicates that the Terminal Project would add a new terminal with a two-level concourse containing seventeen new gates for passenger loading. NOP at 3. The NOP also includes a variety of development projects on the north and south airfields, including unspecified replacement facilities for freighter and belly cargo. These new facilities would create substantial noise, air pollution, and greenhouse gas emissions impacting community of Harbor Bay Isle residents, and other Alameda residents, who already deal with the impacts from one of the busiest airports in the region. This letter explains CLASS' concerns about the Project and identifies specific impacts that OAK should carefully evaluate as part of an informative and comprehensive DEIR.	The Noise, Air Quality, and Greenhouse Gas Emissions sections of the Draft EIR will address potential impacts associated with construction of and operation of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5 *cont.*	E	3	***Project Description and Effect on Passenger Operations*** CLASS urges OAK to describe the Project and its environmental setting completely and accurately in the DEIR. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 727. CLASS is concerned that the DEIR could fail to sufficiently analyze the Project's potential impacts due to an incomplete project description. For instance, the Project's "enabling components" include demolition of certain facilities, including the existing freighter and belly cargo facilities and the Oakland Maintenance Center Hangar. NOP at 5. The NOP states that facilities for freighter and belly cargo facilities would be relocated without providing sufficient detail regarding replacement facilities. *Id*. In addition to describing the removal of these and all other enabling components, the DEIR must clearly state where and when facilities slated for demolition would be rebuilt or relocated. If any of these facilities would be permanently removed, then the DEIR must state this and explain how any new and/or remaining facilities would accommodate capacity served by those planned for removal. Failure to analyze the impacts of the removal, relocation, and/or replacement of these facilities would run afoul of the California Environmental Quality Act's ("CEQA") prohibition on project segmentation.	The Proposed Project Description chapter of the Draft EIR will provide details of each project component of the Proposed Project and will include a timeline for the development of the Proposed Project.
		4	Furthermore, by adding a new terminal with 17 new passenger gates, together with numerous "efficiency" improvements, the Project would remove existing operational constraints. The Project would enable OAK to accommodate far more passenger flight operations than have ever been analyzed in prior OAK environmental documents. The DEIR must state how many more aircraft operations and passengers these and other Project	The Draft EIR will address potential changes related to the forecast aircraft operations.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5 *cont*.	E	4 *cont.*	elements would accommodate at peak times and in total, and analyze the impacts of the increase in airfield operations.	
		5	In addition, the DEIR should include an analysis of how Project-related changes to flight operations, (e.g., increased taxi time to get across the airport and/or increased wait time for operations on Runway 30) might impact corporate jet compliance with the prohibition on north field use. The DEIR should include computer simulations to evaluate the Project's impacts on corporate jets operations. In anticipation of significant impacts related to this topic, the DEIR should also include an alternative that includes relocation of fixed-base operators/corporate jet operations closer to Runway 30.	The airfield capacity analysis was conducted including the use of computer simulation modeling and will be incorporated, as appropriate, in the Draft EIR. The Draft EIR will include a discussion of feasible alternatives that could reduce significant impacts of the Proposed Project.
		6	Unless the Project is fundamentally redesigned or incorporates substantial mitigation, it would lead to major increases in vehicle miles traveled, air pollution, and noise impacts on surrounding communities including Alameda. Under CEQA, the DEIR must address the Project's substantial contribution to future growth in passenger traffic at OAK and the resulting impacts of such growth on surrounding communities.	The Transportation and Traffic, Air Quality, and Noise sections of the Draft EIR will address potential impacts associated with construction of and operation of the Proposed Project.
		7	***Environmental/Land Use Setting*** It is unclear, based on the NOP, how the DEIR will describe the environmental/land use setting for the Project. While the NOP notes the relationship between OAK and its neighbors, the focus of the description of the environmental setting appears to be within the airport's boundaries and the specific plan area. See NOP at 1. Residents and businesses in Alameda, San Leandro, Oakland, and Berkeley, are adversely impacted by current operations, and the impacts would be greater with an expanded facility.	The Draft EIR will include neighboring communities as part of the study area where impacts could occur.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5 *cont*.	E	8	CEQA requires an EIR to provide a detailed description of the environmental setting of a proposed project. An adequate description of the setting must include "a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published . . . , from both a local and regional perspective." CEQA Guidelines § 15125(a). The environmental setting forms the baseline against which the lead agency measures a proposed project's environmental impacts. *Id*. Expanded operations at Oakland Airport would affect a large area outside the airport's boundaries. City of Alameda neighborhoods located immediately north of the airport would be particularly affected by the airport's operations, given that primary flight paths go directly over, or are in close proximity to, these communities. Thus, the environmental setting in the DEIR must include a detailed and accurate description of the noise, traffic, and other physical environmental conditions existing at the time the NOP was published.	The Draft EIR will include neighboring communities as part of the study area where impacts could occur. For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.
		9	***OAK Master Plan Consistency*** Given the scale of the Project and its core terminal components, CLASS is concerned by the fact that OAK is advancing the Terminal Project as a standalone project instead of as an update to the 2006 Master Plan. The Master Plan is the modernization plan that is supposed to account for all growth at OAK, including construction of new taxiways, improving the level of passenger service, and building new aircraft parking gates. *See generally* Master Plan, Executive Summary. The Master Plan was adopted fifteen years ago, in 2006 with analysis horizon of 2025. OAK cannot continue to rely on assumptions and mitigation from the Master Plan EIR while also advancing the Project as entirely separate from the Master Plan. Because the Master Plan is now due for an update, OAK	There is no FAA requirement to prepare a Master Plan or a Master Plan Update. Nevertheless, the Proposed Project is consistent with the Oakland International Airport Master Plan.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5 *cont*.	E	9 *cont.*	should evaluate the project as part of a comprehensive update to the Master Plan and conduct the associated environmental review.	
		10	***Air Quality, Greenhouse Gas, Noise and Other Environmental Impacts*** The NOP states that Project construction and operations could result in significant impacts related to 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, and utilities/service systems. NOP at 5. Thus, the DEIR must fully analyze these impacts and provide mitigation and/or alternatives as required by CEQA. CLASS is especially interested in the analysis of impacts from single-event noise and impacts from the substantial increase in passenger operations the Project would enable. The analysis horizon should extend at least 25 years and must capture future growth enabled by the proposed project.	The Draft EIR will address potential changes related to the forecast aircraft operations. The Draft EIR will identify feasible mitigation measures that could be implemented to reduce significant environmental impacts that would occur as a result of the Proposed Project. The Draft EIR will discuss alternatives to the Proposed Project. In addition, the Draft EIR will analyze the years associated with projected planning activity levels.
		11	The DEIR should discuss the potentially significant cumulative environmental impacts of the Project. The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines § 15355(a). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects." *Id*. "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." Id. § 15355(b). A legally adequate cumulative impacts analysis views a particular project over time and must consider the impact of the project combined with other projects causing related impacts, including past, present, and probable future projects. *Id*. § 15130(b)(1).	The Cumulative Impacts section of the Draft EIR will include a discussion of cumulative impacts associated with the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-5 *cont*.	E	12	The DEIR for the Project must include other nearby development in its cumulative impacts analysis. The DEIR should consider the cumulative impacts, including traffic congestion, greenhouse gas, and air quality impacts, that could result from the combination of the Project and other cumulative projects. Additionally, the environmental review document should evaluate how expanded operations at OAK would impact the residents and businesses in newly developed areas. CLASS urges a thorough analysis of potential cumulative impacts and inclusion of meaningful alternatives and mitigation measures in the DEIR.	The Cumulative Impacts section of the Draft EIR will include a discussion of cumulative impacts associated with the Proposed Project.
		13	***National Environmental Policy Act Review*** The NOP states that the Project requires approval by the Federal Aviation Administration, and will require review under the National Environmental Policy Act ("NEPA"). CLASS requests more information regarding the timing and scope of such review. The NOP provides no useful information regarding how OAK's CEQA process will relate to the federal NEPA process.	The Draft EIR will include a discussion regarding the timing and scope of the National Environmental Policy Act (NEPA) process.
O-6	V	1	I'm on the Executive Committee of CLASS. I have a couple of issues. One, I am looking on the -- on the website and trying to find the document that would be labeled as the Notice of Preparation and I'm not finding it. I'm finding a factsheet, press releases, meeting notice, meeting agenda, meeting slide presentation, and a recording link, but I don't see anything that constitutes a full Notice of -- whatever it is. Yeah, of Preparation. So where -- where would I find it, or is it just the facts sheet? If I -- if I go to Terminal Modernization Develop -- Land Development -- okay. Notice of Preparation, click here for -- oh -- oh. Well, okay, so I click there, and I get a page that's past meeting notes and -- and -- and -- and --access to the meetings and then items that I mentioned. I still am not seeing where -- where's the Notice of	The comment regarding the location of the Notice of Preparation is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-6 *cont.*	V	1 *cont.*	Preparation itself?· Oh, I see.· It's not highlighted. Okay.· I -- I found it.	
		2	Well, I'm -- I'm -- I'm --I'm sorry to have used my whole time with – with technical issue, because my -- my real concern is that the prohibition of discussion of the content and project itself, I think it's an egregious fault to disallow public comment until the EIR has been completed, because, basically, you're disallowing discussion of substance from people in the community and -- and [Zoom interference] the process.	The comment regarding public comment/discussion is noted. Public scoping meetings were held on May 25 and 26, 2021 and scoping comments on the Draft EIR were accepted from the public during the scoping period (May 7 to June 7, 2021). A public comment meeting will be held after the publication of the Draft EIR, which is anticipated to be published in 2022.
O-7	E	1	Communities for a Better Environment (CBE) appreciates the ability to submit this comment letter on the Oakland International Airport Terminal Development Project ("Project"). The continuing COVID-19 pandemic has created many challenges in trying to meaningfully engage in public outreach. Many projects that CBE are presently working on remain greatly impacted by the digital divide and we ask that governmental agencies have patience when working with community-based organizations. While 30 days were given for public comment, we hope that with the future release of the Draft EIR the Port of Oakland provides at minimum 60 days for public comment. The proposed project will have many lasting impacts on the community, including CBE's membership in East Oakland, and public input will be essential to ensure community needs are properly considered in preparation of the Draft Environmental Impact Report ("DEIR").	The comment regarding the length of the public comment period for the Draft EIR is noted. .

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-7 *cont*.	E	2	**I. Introduction** Communities for a Better Environment is a community- based environmental justice organization located in both Southern and Northern California. In Northern California, CBE is based out of Richmond and East Oakland. The mission of CBE is to build people's power in California's communities of color and low-income communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy and sustainable communities and environments. The census tracts in the area impacted by this proposed project score within the 90th percentile under the California Environmental Screening tool ("CES"). CES is a mapping tool that aggregates data to identify which California communities are most impacted by environmental and socio-demographic burdens. CES uses environmental, health and socioeconomic information to produce scores for every census tract in the state. An area with a high CES score is one that experiences a much higher pollution burden than areas with low scores. The Airport is already a significant direct and indirect source of environmental pollution that drives this existing inequity and this Project's expansion of the Airport only stands to make the situation much worse. CBE offers these comments on the Project's Notice of Preparation ("NOP") with the intent that these impacts are properly considered and analyzed in the DEIR so that the Project's true cost to the community may be known and ultimately rejected by the Port. While it is appreciated that the NOP at the very least recognizes that there will likely be significant environmental impacts in several categories, the lack of detail on these potential impacts requires us to highlight certain aspects that must be considered further in the	The Draft EIR will address potential changes related to the forecast aircraft operations.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-7 *cont.*	E	2 *cont.*	DEIR. This letter will follow the categories as laid out in the NOP where CBE urges greater study.	
		3	**II. Air Quality Impacts** Of utmost concern to CBE and its membership in the East Oakland neighboring the Airport are the extensive impacts to air quality an expansion would require. Air impacts need to be analyzed at every step of each process for this project.	The Air Quality section of the Draft EIR will discuss potential air quality impacts associated with the Proposed Project.
		4	a. <u>Increased Flights and Traffic from Passenger and Cargo Terminal Expansion</u> One of the most important aspects of an adequate DEIR is that impacts of the project are accurately compared to a "baseline" level of operations if there were no project. Thus, it is vital that the DEIR both accurately quantify this baseline number of flights to the Airport as well as the increased number of flights that this project would enable. Such a number is essential to accurately calculating in turn a number of other impacts, including direct and indirect impacts to air quality. The increased commercial and freight flights that would be enable by the Project will lead to an unacceptable increase in deadly particulate matter and toxic air contaminants ("TACs") emitted directly by aviation operations. In addition to the considerable emissions coming directly from airplanes, air pollution from all other aspects of increased operations should be considered, including but not limited to those from support vehicles, fugitive emissions from refueling, etc.	The Draft EIR will assess the air quality impacts from the Proposed Project relative to 2019 baseline conditions and will incorporate emissions from vehicle trips (passenger, employees, etc.), terminal equipment (e.g., boilers and heaters), maintenance operations, ground transportation, parking lots, ground support equipment, and aircraft operations up to the mixing height.
		5	Further, indirect air quality impacts from the increased vehicle traffic to and from the Airport must be considered as well. The Project's expansion of cargo facilities should thus consider the increased diesel emissions from additional trucks to and from the cargo facilities, while the expansion of passenger terminals should consider increased emissions from additional passenger vehicles, busses, rideshares, etc.	The Draft EIR will evaluate air quality impacts from vehicle trips (passenger, employees, trucks, etc.) associated with the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-7 *cont*.	E	6	b. Fuel Tank Farm Expansion The Project's expansion of the Airport's fuel tank farm will also lead to an increase in emissions of TACs like benzene and other harmful air pollution. Fugitive emissions from the tank farm should be properly analyzed and not underestimated as is typical for storage tanks of refined petroleum products.	The Draft EIR will evaluate air quality impacts from expansion of the fuel tank farm.
		7	c. Construction While the NOP states that construction air impacts will be considered, those also need to be fully detailed. These analyses do typically cover the diesel emissions from construction equipment and from dust, which we hope is done here as well. However, since the project will involve significant amounts of demolition, the air impacts from the whole life cycle of that demolition should be fully assessed. For example, if aggregate, asphalt, and other materials from demolition will be recycled at local facilities, of which there are several in East Oakland, the air emissions of particulate matter, VOCs, and other air pollutants from that recycling should be analyzed as part of this project, along with the diesel emissions from the trucks moving the material.	The Draft EIR will evaluate air pollutant emissions and impacts (including diesel particulate matter emissions from equipment and truck exhaust) associated with construction activities from the Proposed Project.
		8	d. Cumulative Air Impacts All air impacts from this Project must also be considered in context of the already extreme cumulative air impacts in East Oakland. The CEQA process requires this type of analysis even of projects that may not have significant impacts on their own but stand to add to a significant increase to cumulative environmental impacts of an area. Since this project stands to have many significant impacts, especially to air, this type of analysis is vital and should not be glossed over. East Oakland is not only home to the Airport but also heavy industrial sites, two major freeways, one of which is a major truck corridor, other indirect sources of pollution like warehouses that attract diesel truck traffic, and many contaminated areas of land still emitting air pollution from the soil. The Project's addition	The Draft EIR will evaluate cumulative impacts of the Proposed Project to air quality by considering whether the effects of past, present, or reasonably foreseeable development at the Airport and within the study areas would, in combination with Proposed Project-related impacts, exceed a threshold of significant impact.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-7 *cont.*	E	8 *cont.*	of even more air pollution to these many other cumulative impacts must be fully vetted.	
		9	**III. Greenhouse Gas Emissions** On top of all the above air pollution impacts that must be considered, the DEIR must fully analyze the massive increase in greenhouse gases ("GHGs") that would be required by the Project. The aviation industry's reliance on combustible fuels that emit large amounts of carbon dioxide means that any increase in flights will lead to an increase in this GHG at a critical time when GHG emissions must be radically curtailed. Not only should the GHG emissions from an increased number of flights be considered, but also additional GHGs from trucks to and from the expanded Cargo Facility, passenger vehicles, support vehicles, etc. Furthermore, any fugitive emissions of other even more potent GHGs like methane from the expanded tank farm or increased aviation operations should be considered as well. All of these increases in GHGs should also be analyzed against local, state, and federal policies that mandate reduction of GHGs. Finally, despite the aviation industry's recent embrace of "renewable" biofuels as an alternative to petroleum-derived kerosene, any analysis of GHG impacts should not assume use widespread use of these fuels given extremely limited supply and questionable accounting of carbon costs from a variety of fuel stocks.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.
		10	**IV. Hazards and Hazardous Materials** The hazards from the Project's proposal to expand the Airport's fuel tank farm needs to be properly analyzed as these tanks hold extremely hazardous materials that threaten the local community. The East Bay is all too familiar with the risks of fuel tanks holding petroleum products and fuels, with a fire that destroyed several tanks at NuStar in Rodeo being only the most recent example.	The Draft EIR Hazards and Hazardous Materials section will include an evaluation of the Airport fuel tank farm and will review the risks of leaks and impacts to soil and groundwater, and, if necessary, provide mitigation for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-7 *cont*.	E	10 *cont.*	While fires are dangerous, an explosion of these highly hazardous materials could be even more catastrophic. These worse-case scenario risks of fire and explosion of the tank farm must be properly considered. Furthermore, the risk of leaks of hazardous materials to the air and water should be considered, especially since the tank farm is located directly adjacent to Bay waters.	
		11	**V. Noise** Noise pollution is a constant concern for any airport project and this Project is no different. Any increase in flight traffic will correspond with an increase in noise that is harmful to local residents. Analysis of these noise impacts should not be limited to areas like Bay Farm Island and should include other residential areas in East Oakland like Columbia Gardens.	The Noise section of the Draft EIR will identify the changes in the noise environment at noise sensitive sites (residences, schools, places of worship etc.) within the 65 Community Noise Equivalent Level (CNEL) attributable to the Proposed Project and will include neighboring communities as part of the study area where impacts could occur.
		12	**VI. Transportation** As discussed above, the Project will likely lead to a significant increase in passenger vehicle traffic, including private vehicles, taxis, busses, and rideshares. Although there is a connecting rail service from the Airport to Bay Area Rapid Transit, its high cost has prohibited many Bay Area transit users from utilizing it as ridesharing services are generally faster and concerningly even more cost-effective. Unless the Project proposes changes to increase ridership of this service, most prominently by reducing or eliminating the fare, any increase in passengers should be assumed to correspond with an increase in vehicle miles travelled (VMT) in order to fully analyze the potential impact of the Project.	The Transportation and Traffic section of the Draft EIR will consider existing and future mode choice to assess how VMT will be affected by the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8	E	1	Since appropriate members of FDX's team just received the Notice of Preparation (NOP) this week, 11 days after the Notice of Preparation was issued, we would ask for consideration to extend the comment period by no less than 11 days. Respectfully, given the level of importance and the potential impacts to our Pacific Rim Hub, we would like to discuss moving the comment period to July 7, 2021. Thank you very much and we look forward to our call today.	The Port did not extend the comment period.
		2	FedEx supports the improvement of OAK's passenger terminal facilities, which are outdated, inefficient, and no longer capable of meeting OAK's air passenger demand. FedEx's air cargo facilities at OAK are in a similar condition. FedEx cannot meet the current and future OAK air cargo demand or provide FedEx's planned environmental improvements that would benefit OAK's airport neighbors without optimizing our OAK facilities as soon as practical.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.
		3	Although FedEx believes that the TMDP and our proposed OAK facilities optimization project are separate projects with independent utility, there are several aspects of FedEx's facilities optimization project that should be evaluated during the preparation of the TMDP EIR, including the environmental benefits of FedEx's facilities optimization as well as the interaction between FedEx's proposed facilities and aircraft taxi operations to the proposed new terminal and North Field utilizing Taxiways Romeo and Bravo.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.
		4	As the Port stated during its May 25, 2021 EIR Scoping Meeting, the California Environmental Quality Act (CEQA) requires that the Port "Reduce environmental impacts to the extent feasible" and "Identify ways to minimize or avoid the significant effects of a project." Therefore, FedEx believes that it is critical that the TMDP	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8 *cont.*	E	4 *cont.*	EIR must consider the environmental benefits of FedEx's facilities optimization plans and must not foreclose FedEx's ability to optimize its facilities.	
		5	Ultimately, FedEx requests that the TMDP EIR include FedEx's optimized facilities in the cumulative analysis, so that after completing their respective CEQA and NEPA reviews, both projects can successfully serve the Oakland community, the greater San Francisco Bay Area and the region well into the future, while delivering the greatest number of environmental benefits feasible.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.
		6	The project objectives of FedEx's proposed facilities optimization plan mirror or exceed environmental benefits of OAK's TMDP: • Modify FedEx's cargo facilities to maximize safety, efficiency, flexibility, environmental benefits, and security for our operations and workers. • Provide a sufficient number of aircraft parking positions to optimize our lift capacity and cargo sort facilities to efficiently accommodate the existing and future air cargo demand. Modernizing our fleet by optimizing our lift capacity allows FedEx to process more volume with fewer flights that are quieter and more fuel efficient.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.
		7	Since the beginning of 2019, FedEx and the Port have been discussing FedEx's proposed facilities optimization. Over the past two years, FedEx has successfully addressed the Port's request to minimize the footprint of our optimized facilities to avoid wetland impacts. Figure 1 depicts the optimized plan, which achieved the Port's request while meeting our needs. Execution of this plan will: 1) accommodate more fuel efficient and quieter aircraft with greater cargo carrying capacity, which reduces noise and emissions intensity; 2) allow us to electrify all of the	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8 *cont*.	E	7 *cont.*	hardstands proposed in the optimized plan to reduce auxiliary power unit usage, which reduces air emissions; 3) install the infrastructure to allow us to electrify our GSE fleet, which further reduces air emissions; 4) install solar panels on our new buildings, adding to the existing 904 kW rooftop photovoltaic system at the facility and further reducing air emissions; and 5) incorporate the use of biofuels on our flights out of OAK, which further reduces greenhouse gas emissions.	
O-8 *cont*.	E	8	Therefore, FedEx specifically requests that the TMDP EIR consider the following when conducting the CEQA cumulative analysis for the resource topics noted below: • Air Quality – As described above, implementation of FedEx's facilities optimization plan incorporates several measures that will reduce emissions. The benefits of these measures should be evaluated in the TMDP EIR air quality cumulative analysis. • Energy - As described above, implementation of FedEx's facilities optimization plan incorporates measures that will maximize energy efficiency. The benefits of these measures should be evaluated in the TMDP EIR energy cumulative analysis. • Greenhouse Gas Emissions - As described above, implementation of FedEx's facilities optimization plan incorporates several measures that will reduce greenhouse gas emissions. The benefits of these measures should be evaluated in the TMDP EIR greenhouse gas emissions cumulative analysis. • Noise - As described above, implementation of FedEx's facilities optimization plan incorporates several measures that result in a modernized aircraft fleet with greater volume capacity that have the potential to reduce aircraft noise exposure and the number of flights. The benefits of these measures should be evaluated in the TMDP EIR noise cumulative analysis.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8 *cont.*	E	9	FedEx is prepared to work with the Port to provide or develop the detailed data needed to ensure our proposed facilities optimization plan is considered and included in the cumulative analysis of the TMDP EIR. Please feel free to contact us directly and we will identify an approach to develop and/or to obtain whatever data you need. It is important to underscore FedEx's long-term presence at OAK and its contributions to both the OAK's revenue stream and employment of Oakland/Bay Area residents. FedEx is the third largest contributor to OAK's annual revenue contributing $21.2 million to the Port in FY 2020, which was 11.4 percent of the Port's total aviation revenue. This percentage has greatly increased as OAK is recovering from declines in passenger traffic due to the pandemic. In addition, FedEx's hub operations resulted in 3,600 direct and indirect jobs in 2020 with a total payroll of $271 million and spending of $156 million, for a combined total annual economic activity of $428 million. After FedEx optimizes its OAK facilities, FedEx hub operations will employ (direct and indirect) over 4,800 people with a payroll of $400 million and spending of $189 million, for a combined total annual economic activity of $589 million. This impact is even greater when factoring in the greater region FedEx serves through its OAK hub. Construction of FedEx's optimized hub will generate 4,130 jobs with an average of 459 annual direct and indirect construction-related jobs during the nine years it will take to complete the project, which will generate an additional $131 million in economic activity. A detailed economic analysis of FedEx's OAK hub has been prepared and the findings will be provided to the Port in the near future.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8 *cont*.	E	9 *cont*.	In addition to its financial contribution to the region, FedEx's cargo operations were particularly critical to the people of Oakland, the San Francisco Bay area and the greater region during the COVID-19 pandemic when FedEx's planes brought lifesaving COVID-19 vaccines, personal protective equipment, and ventilators to OAK on a daily basis. FedEx also transported COVID-19 test samples using its First Overnight service to ensure rapid diagnosis of infected community members allowing for immediate quarantining, which helped slow the spread of the disease. FedEx has been an industry leader in environmental stewardship and sustainability. For example, we have reduced our global aircraft emissions intensity by 27% since 2005 with our aircraft modernization and FedEx Fuel Sense programs saving more than 255 million gallons of jet fuel and avoiding more than 2 million metric tons of carbon dioxide equivalent (CO2e) emissions in FY 2020 alone. In March 2021, we announced our goal to achieve carbon neutrality by 2040. We will achieve this goal by: • Seeking LEED certification of all new FedEx buildings including our optimized facilities at OAK; • Expanding our on-site energy generation capabilities and procuring renewable energy; • Decreasing our aviation carbon emissions intensity by aircraft fleet modernization, implementing fuel conservation programs, and investing in sustainable aviation fuel (SAF) development; • Sourcing 30 percent of our jet fuel from SAF by 2030; and • Purchasing 100 percent of our global pickup and delivery vehicles as zero emissions electric vehicles by 2030.	
		10	As we described earlier, optimizing our facilities will allow FedEx to commit to the implementation of these plans at our OAK hub. We have attached FedEx's 2021 ESG Report for the Port's review/use in preparing the TMDP EIR.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-8 *cont*.	E	11	Finally, as we head into a post-pandemic economy, we have seen a dramatic increase in ecommerce activity that is here to stay. Our current OAK hub facilities cannot accommodate the current demand, which means we are unable to employ all of the staff we need, implement our aircraft fleet modernization at OAK, or execute on all of our environmental initiatives at OAK – all of which negatively impacts the local economy and environment.	On April 7, 2021, the Port rejected FedEx's Development Permit Application for its "OAKR Hub Optimization Plan" submitted on March 8, 2021.
O-9	E & M	1	The Oakland International Airport Terminal Modernization and Development Project includes the construction of a third terminal and renovation of existing terminals 1 and 2. The construction of a third terminal will allow increased air traffic arrivals and departures, including domestic and international passenger flights and freight operations. As is well known, much of air freight flight operations occur at night and early morning hours, as well as during the day. This necessarily will increase departure and arrival noise and air pollution in the Bay Area. Further, introduction of super-sonic passenger aircraft may occur. The environmental assessment must categorically declare whether such aircraft would be allowed to operate at Oakland International Airport, and if so, consider the noise impact of such aircraft on the local environment as well as the entire Bay Area. The following are important considerations: • Using current operations as the baseline rather than pre-Pandemic operations • Evaluation all impacts of growth in aircraft operations and land side operations • Evaluate the future environmental impacts with at least a 20-year horizon	The Proposed Project is to modernize existing facilities and structures and construct a new facility to accommodate project planning activity levels at an acceptable level of service. The Proposed Project would not influence use of super-sonic aircraft. For a discussion regarding baseline conditions, see the response to O-4 #1. The Draft EIR will identify environmental impacts of the Proposed Project as required by CEQA.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-9 *cont*.	E & M	2	Current noise impacts include departure flight paths over the East Bay Hills, including Oakland, Claremont, Berkeley, Kensington, Richmond, El Cerrito, San Pablo, and other East Bay and North Bay communities. The current WNDSR arrival path to OAK concentrates arriving aircraft along the East Bay Hills, including Richmond, Berkeley, and Montclair/Oakland. We can only assume that noise levels along these routes will increase both in terms of Day Night Level (DNL), Single Event Level (SEL), frequency of occurrence, and time-above. Aircraft noise impacts sleep disturbance, speech intelligibility, health and welfare, schools, hospitals, and parks. Mitigation measures that must be considered include: • Shifting night time northwest departures from OAK (and SFO) west of Point Richmond will accomplish three things: 1) alleviate noise impact in Richmond, 2) provide greater climb distance to avoid Travis airspace, and 3) provide greater vertical separation between departures and WNDSR arrival path • Dispersal of WNDSR arrivals to approximate pre NEXGEN conditions and thus reduce concentrated noise impacts Richmond, Berkeley, and the Montclair district of Oakland. • Shifting the WNDSR flight path eastward by one to two nautical miles to avoid the higher elevations of Richmond, Berkeley, and Montclair. • Shift REBAS waypoint westward of Richmond and require OAK and SFO northbound and eastbound departures to follow the San Francisco Bay to a point west of Richmond before turning onto eventual routes. This will greatly reduce aircraft noise impacts in the East Bay communities. OAK has not control over FAA flight paths, but can influence the design of flight paths to minimize noise impact	The Noise section of the Draft EIR will identify the changes in the noise environment at noise sensitive sites (residences, schools, places of worship, etc.) within the 65 CNEL attributable to the Proposed Project and will include neighboring communities as part of the study area where impacts could occur. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-9 *cont*.	E & M	3	The proposed layout of the modernization plan involves removal of economy parking lot and distributing parking in isolated areas beyond convenient walking distance. A thorough evaluation of parking requirements must be made, including possible construction of a parking garage. It is not clear from the proposed site layouts that parking has been adequately considered.	The Transportation and Traffic section of the Draft EIR will consider how the relocation of the economy parking may affect mode choice and access to the Airport.
O-10	E	1	I would welcome a brief presentation at the June 2 LVCC Business Alliance meeting (via zoom). Details: LVCC Business Alliance Meeting Wednesday June 2 8-9:30 am via zoom Featured speakers – come on around 8:40ish am after reports. You will have 20 minutes+ with Q&A. Please advise.	The following response was sent via email on May 12, 2021: "The Port thanks you for your interest in the proposed OAK Terminal Development Project. The Port expects extensive interest in this process and as such we have scheduled four virtual scoping meetings on the Notice of Preparation (NOP). We encourage you to attend one of the four virtual scoping meetings which will be held on May 25 and 26, 2021. Further information regarding these meetings and accessing information can be found here at: https://www.oaklandairport.com/terminal-development-meeting-materials/. Each meeting will also be recorded and will be available at the same link above. If you have specific comments, or questions you can raise them during one of these four meetings. Alternatively, you can

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-10 *cont.*	E	1 *cont.*		submit written comments via (i) the Proposed Project website at: www.oaklandairport.com/terminal-development, (ii) via email to cliang@portoakland.com; or (iii) or to the attention of Colleen Liang at 530 Water St. Oakland, CA 94607."
O-11	E	1	Save Our Skies East Bay is very concerned about the proposed expansion of the Oakland Airport (OAK) terminals because it will increase airplane traffic and hence the impact of airplane noise on residents of the East Bay. We understand that the FAA determines airplane flight paths, but the number of passengers and the planes that fly them are inextricably connected to the gate capacity of OAK. Therefore, as OAK plans to accommodate increased passenger numbers and increased planes it also needs to realize that this increase will greatly increase the noise impacting people who live under or near the FAA's flight paths. All entities that are in any way connected to passengers, airplanes, and/or airplane flight paths are responsible for their role in creating the noise that results in so much suffering for East Bay residents. Therefore it is the responsibility of OAK airport to develop mitigations to the noise they share responsibility in creating.	The Draft EIR will identify impacts of the Proposed Project with respect to Noise. Mitigation measures, including conservation measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont.*	E	2	Below are some important points SOSEB wants to see addressed as part of the environmental process of this project. POOR COMMUNICATION ON THE PART OF THE BOARD REGARDING THIS PROJECT: • SOSEB did not receive notice of the release of the NOP about the proposed expansion of the Oakland airport. We have requested numerous times to be on the Port's notification list of all CEQA-triggering projects. Because the Port failed to notify SOSEB of the NOP despite our formal requests for such notification, the Port must extend the NOP comment period to a full 30 days from when we heard of its existence, May 17, 2021. In addition WE ARE AGAIN FORMALLY REQUESTING TO BE ON ALL SUCH NOTIFICATION LISTS.	The comment regarding being kept informed on the Draft EIR is noted. Since July 2018, the Port has discussed the Proposed Project and environmental process with community stakeholders, including the Oakland Airport-Community Noise Management Forum, of which Save Our Skies East Bay is a member. On April 2021, the Port informed the Oakland Airport-Community Noise Management Forum of the dates of the Notice of Preparation (NOP) release and scoping meetings. The NOP and scoping meeting dates were released on May 7, 2021 to the public, including the Oakland Airport-Community Noise Management Forum. Members of Save our Skies were notified of the NOP and scoping meeting dates.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont*.	E	3	Public notification of this project has been weak. The first time we heard about the project was through a Mercury News article, dated May 17, 2021, a full ten days after the NOP release date. Notification needs to include all residents who will be impacted by the increased airplane traffic this proposed expansion will accommodate. This includes all residents currently impacted by the 2016 NextGen flight path that were imposed on our community. The Oakland Airport Noise Forum can identify the boundaries of this impacted community based on the high volume of complaints they've received. These residents need to be provided with the 30-day comment period as required by CEQA. Therefore, this comment period needs to be extended to accommodate notice of all residents currently impacted by OAK airport related airplane flight noise. This same community must receive timely notification of the publication of the DEIR and final EIR.	The comment regarding community residents being kept informed on the Draft EIR is noted. Notification of the public scoping process for the Draft EIR was issued in compliance with the requirements of CEQA. The public notifications that were distributed are summarized in the scoping report.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont*.	E	4	**THE DEIR MUST INCLUDE AN ANALYSIS OF INCREASED FLIGHTS ON ALL OAK FLIGHT PATHS.** When flights were dispersed over the East Bay the noise was tolerable. But this noise increased exponentially for specific residents after the FAA changed the flight paths to the NextGen GPS-controlled routes. NextGen significantly narrowed the flight paths forcing specific homes and residents to experience a tremendous increase in the number of overhead plane flights 24 hours a day, along with a decrease in their flight altitudes (when taking into account the altitude of homes in the Oakland Hills). This significant increase in airplane noise can be corroborated by looking at the significant increase of noise complaints to the Oakland Airport after NextGen was implemented. Due to the existing significant noise impact caused by OAK flight paths we request a robust analysis of the project's increase in flights. More passengers will mean more planes, bigger planes, heavier planes and more noise along the narrow flight paths. The Port has stated that one of the reasons for expanding the terminals is to accommodate expected growth. This indicates that OAK operations are constrained by terminal cap, and the project will induce growth (under CEQA's definition of growth inducement, which includes removal of constraints to growth). That growth will greatly impact residents living far away from the actual construction site! Per CEQA's clearly stated definition of growth inducement, the EIR must consider the project to be growth inducing and not just growth accommodating in terms of flights in and out of the airport.	The Noise section of the Draft EIR will discuss potential changes in noise effects to the surrounding communities.
		5	The EIR should identify the passenger level that the new facilities are designed to handle and compare that level to existing passenger levels, as well as design capacity levels of the existing terminal.	A detailed description of the Proposed Project will be included in the Draft EIR, which will include current and forecasted passenger levels.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont*.	E	6	The EIR must identify the anticipated number and timing of existing and future flights. Will there be more nighttime flights? More daytime flights? Both? How many more? The frequency of flights and spacing between flights during short windows of time (ie: 1 hour) in every 24 period needs to be specified by day of the week. Absent all this information, it is not possible to adequately assess the project's noise and air quality (GHG and TAC) impacts.	The Draft EIR will identify impacts of the Proposed Project with respect to Noise. Mitigation measures, including conservation measures, will be identified for significant impacts.
		7	**THE DEIR MUST INCLUDE AN ANALYSIS OF ALL OAKLAND AIRPORT FLIGHT PATH NOISE IMPACTS.** The noise impacts of the proposed project are both airport-specific (SFO and OAK) as well as cumulative. Noise impacts of the WNDSR flight path are exacerbated by the fact that this path lies below SFO departure flight paths (from the TRUKN corridor). Cumulative noise from both SFO and OAK flight paths exacerbates the noise impact for residents unfortunate enough to live under and near these overlapping flight paths. Therefore any analysis must include not just increased flights associated with the OAK terminal expansion project but also overlapping (cumulative) noise from increased flights from SFO	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The comment regarding noise from both OAK and SFO is noted.
		8	Residents have had some relief over the past year due to reduced flights associated with the pandemic. Per CEQA case law, this current operational scenario must be considered the baseline for the EIR's noise analyses	For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont*.	E	9	The Port has the obligation under CEQA to identify all impacts associated with the project. It then must develop mitigation measures for all potentially significant impacts, even if their implementation would require approval of other agencies, including the FAA. The Port cannot reject mitigation as infeasible solely because the measures are outside of their jurisdiction. Therefore, OAK must consider mitigations for increased noise along the WNDSR flight path and others that will be impacted by increased flights associated with the proposed project.	The Draft EIR will identify impacts of the Proposed Project with respect to Noise. Mitigation measures, including conservation measures, will be identified for significant impacts. The comment regarding mitigation is noted. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
		10	Given the existing documented large-scale problems with noise along the WNDSR flight path, any substantial increase in flights must be considered to be a significant impact. The OAK Airport, Port of Oakland Board of Commissioners, and the Oakland Airport Noise Forum must work directly with the FAA to seriously and transparently attempt to implement the mitigations sent to the FAA by The Oakland Airport Noise Forum in their proposals entitled *Supplemental Proposals to Revising the Northern California Metroplex For Alameda County/Contra Costa County* and the follow-up responses	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-11 *cont*.	E	11	**THE DEIR MUST USE SINGLE EVENT NOISE METRICS AND MONITORING.** The EIR must include monitoring in the Berkeley and Oakland Hills measuring single-event noise levels of jets on the WNDSR flight path associated with the airport to establish an existing baseline.	The Port of Oakland installed and has maintained a state-of-the-art noise and operations monitoring system (NOMS) since September 14, 1990, which measures and reports noise data from operations at the Airport. The Draft EIR will provide CNEL noise contours. Although single event noise metrics and monitoring is not a requirement under CEQA, the Draft EIR will include a discussion of single event noise metrics for informational purposes only.
		12	The single-event metric must be used in the impact assessment as well, as ordered by the Court of Appeals in the Berkeley Keep Jets Over the Bay v. Port of Oakland 2002 decision.	See the response to Comment O-11, #11.
		13	Please inform us of the new NOP response date, and all public correspondence associated with this project.	See to the response to Comment O-11, #2.
O-12	E	1	On behalf of the Sierra Club, please find our comments. We apologize for the delayed send, but we are comprised of mostly volunteers with demanding daytime jobs. If you could please confirm receipt, we would appreciate it. Thank you very much for your consideration!	Receipt of the comment is confirmed.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-12 *cont.*	E	2	Despite local, state, national, and international climate targets to reduce Greenhouse Gas Emissions, the Oakland Airport is planning an expansion to add 17 new gates to accommodate what they anticipate is a widening demand for air travel in the Bay Area. Aviation is the most climate-harming mode of transport due to high altitude effects. The total climate impact of flight is on average 3 times the effect of the emitted CO2 alone. Aviation accounted for 9% of California statewide and 11% of SF Bay Area greenhouse gas (GHG) emissions in 2019, and are on track to increase.	The comment regarding GHG emissions created via aviation activity in California is noted. The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.
		3	Public money should not be spent on fossil fuel intensive transport infrastructure. In its report Net zero by 2050 released last month, the International Energy Agency recommends the following: • Regional flights are shifted to high-speed rail where feasible. • Business and long-haul leisure air travel does not exceed 2019 levels • California High Speed rail is under construction and will service 4 of the 10 top Oakland airport departure destinations.	The comment regarding the use of public money is noted.
		4	Public money should not be spent on infrastructure that is not resilient to sea level rise. The Oakland airport runways are actually below sea level during high tide events and the airport infrastructure includes multiple pumping stations to keep the runways dry at such times. The DEIR needs to study the dike	The comments regarding the use of public money and sea level rise are noted. The Port prepared an analysis of sea level rise, which was submitted

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-12 *cont*.	E	4 *cont.*	system surrounding the airport and the cost of maintaining this infrastructure.	in July 2019, in compliance with Assembly Bill 691.
		5	Public money should not be invested in fossil fuel intensive travel modes that accelerate climate change and wildfires. We ask that the EIR correlate aviation's impact on climate change and the increase in severity and frequency of wildfires in California.	The comment regarding the use of public money is noted. The Draft EIR will identify GHG emissions attributable to the Proposed Project. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area.
		6	Public money should not be invested in air polluting activities that harm front line communities. A study in the LAX airport neighborhood shows that pregnant women exposed to high levels of pollution from the exhaust of jet planes are 14% more likely to deliver prematurely than women exposed to lower levels. We ask that the EIR study the health consequences for the population that will be exposed to increased airport activity at the Oakland Airport.	The comment regarding the use of public money is noted. The Air Quality section of the Draft EIR will discuss potential air quality impacts of the Proposed Project.
		7	The EIR must also make a thorough assessment of the noise and vibration impacts of increased flights. Communities in the take-off, climb-out, and landing glide path are already impacted by elevated sound and vibration for several miles north, south and east of the OAK. According to the Howard Terminal DEIR sound levels for residents near airports can reach 80 decibels, which is the equivalent of loud TV audio. This sound level has impacts on sleep, conversation, and mental health.	The Noise section of the Draft EIR will identify the changes in the noise environment attributable to the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-12 *cont*.	E	8	We ask that the EIR scope include an estimate of total greenhouse gas emissions from jet and aviation fuels as well as airport construction and operation activities on the ground.	The Draft EIR will identify GHG emissions attributable to the Proposed Project, including emissions from aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction.
		9	The DEIR needs to include not only the emissions in the immediate environment of the airport but also *all Greenhouse Gas Emissions discharged by* ***additional*** *vehicle miles of in-state and international air travel occurring beyond California State boundaries, which are a foreseeable consequence of the project.*	The Draft EIR will identify GHG emissions attributable to the Proposed Project, including emissions from aircraft emissions below 10,000 feet and additional vehicle trips associated with the Proposed Project.
		10	Furthermore, it is critical to understand that aviation's climate impact isn't limited to CO2. Due to different emissions other than just the CO2 taking place at altitude, there is a total climate impact of flights that is on average 3 times the effect of the emitted CO2 alone, so we ask that the EIR include this reality in their estimate too. When considering total greenhouse gas emissions use the CARB well-to-wheels GREET model for the fuel and lubrication oils.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use,

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-12 *cont.*	E	10 *cont.*		water use and waste generation, and construction emissions.
		11	Also include the emissions from the manufacture and end-of-life disposal of the additional airplanes required to serve this additional demand.	The comment on lifecycle emissions from aircraft manufacturing and disposal is noted.
		12	And finally, we ask that the EIR report on the impacts of sea level rise, wildfires and air pollution that would be affected by the proposed airport expansion.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13	E	1	Despite local, state, national, and international climate targets to reduce Greenhouse Gas Emissions, the Oakland Airport is planning an expansion to add 17 new gates to accommodate what they anticipate is a widening demand for air travel in the Bay Area. Aviation is the most climate-harming mode of transport due to high altitude effects. The total climate impact of flight is on average 3 times[1] the effect of the emitted CO2 alone. Aviation accounted for 9% of California statewide and 11% of SF Bay Area greenhouse gas (GHG) emissions in 2019, and are on track to increase.[2] Public money should not be spent on fossil fuel intensive transport infrastructure. In its report Net zero by 2050 [3]released last month, the International Energy Agency recommends the following: • Regional flights are shifted to high-speed rail where feasible. • Business and long-haul leisure air travel does not exceed 2019 levels	The comment regarding GHG emissions created via aviation activity in California is noted. The comments regarding the use of public money and sea level rise are noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	1 *cont*.	California High Speed rail is under construction[4] and will service 4 of the 10 top Oakland airport departure destinations.[5] Public money should not be spent on infrastructure that is not resilient to sea level rise. The Oakland airport runways are actually below sea level during high tide events and the airport infrastructure includes multiple pumping stations to keep the runways dry at such times. The DEIR needs to study the dike system surrounding the airport and the cost of maintaining this infrastructure. [1] "The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018" https://www.sciencedirect.com/science/article/pii/S1352231020305689?via%3Dihub [2] See Page 2 & 6 "Reducing aircraft CO2 emissions: The role of U.S. federal, state, and local policies" Briefing by The International Council On Clean Transportation, February 2021, https://theicct.org/sites/default/files/publications/Aviation-CO2-US-feb2021.pdf [3] See Page 70, "Net Zero by 2050 - A Roadmap for the Global Energy Sector" by The International Energy Agency https://iea.blob.core.windows.net/assets/4719e321-6d3d-41a2-bd6b-461ad2f850a8/NetZeroby2050-ARoadmapfortheGlobalEnergySector.pdf [4] Map of California HSR https://buildhsr.com/ [5]Top 10 destination listed here: https://en.wikipedia.org/wiki/Oakland_International_Airport	

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	2	Public money should not be invested in fossil fuel intensive travel modes that accelerate climate change and wildfires. We ask that the EIR correlate aviation's impact on climate change and the increase in severity and frequency of wildfires in California.	The comment regarding the use of public money is noted. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area.
		3	Public money should not be invested in air polluting activities that harm front line communities. A study in the LAX airport neighborhood shows that pregnant women exposed to high levels of pollution from the exhaust of jet planes are 14% more likely to deliver prematurely than women exposed to lower levels.[6] We ask that the EIR study the health consequences for the population that will be exposed to increased airport activity at the Oakland Airport. The EIR must also make a thorough assessment of the noise and vibration impacts of increased flights. Communities in the take-off, climb-out, and landing glide path are already impacted by elevated sound and vibration for several miles north, south and east of the OAK. According to the Howard Terminal DEIR sound levels for residents near airports can reach 80 decibels, which is the equivalent of loud TV audio. This sound level has impacts on sleep, conversation, and mental health.[7] [6] https://www.usnews.com/news/health-news/articles/2020-07-29/if-mom-to-be-lives-near-airport-odds-for-preemie-birth-rise [7] https://www.bbc.com/future/article/20210315-why-noise-pollution-is-bad-for-your-heart	The comment regarding the use of public money is noted. The Noise section of the Draft EIR will identify the changes in the noise environment attributable to the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	4	We ask that the EIR scope include an estimate of total greenhouse gas emissions from jet and aviation fuels as well as airport construction and operation activities on the ground. The DEIR needs to include not only the emissions in the immediate environment of the airport but also *all Greenhouse Gas Emissions discharged by* ***additional*** *vehicle miles of in-state and international air travel occurring beyond California State boundaries, which are a foreseeable consequence of the project.* Furthermore, it is critical to understand that aviation's climate impact isn't limited to CO2. Due to different emissions other than just the CO2 taking place at altitude, there is a total climate impact of flights that is on average 3 times[8] the effect of the emitted CO2 alone, so we ask that the EIR include this reality in their estimate too. When considering total greenhouse gas emissions use the CARB well-to-wheels GREET model for the fuel and lubrication oils. Also include the emissions from the manufacture and end-of-life disposal of the additional airplanes required to serve this additional demand. And finally we ask that the EIR report on the impacts of sea level rise, wildfires and air pollution that would be affected by the proposed airport expansion. [8] "The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018" https://www.sciencedirect.com/science/article/pii/S1352231020305689?via%3Dihub	See the response to Comment O-11, #2.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	5	Despite the climate emergency, the Oakland Airport is planning an expansion to add 17 new gates to accommodate what they anticipate is a widening demand for air travel in the Bay Area. Aviation is the most climate-harming way to travel due to high altitude effects. The total climate impact of flight is on average 3 times the effect of the emitted CO2 alone.[1] Aviation accounted for 9% of California statewide and 11% of SF Bay Area[2] greenhouse gas (GHG) emissions in 2019, and are on track to increase. We urge the Airport to ensure that the Draft EIR includes careful estimations of: • the Airport's contribution to climate impacts, not only CO2 emissions from airport construction and operations but also emissions of all flights, not only CO2 but also other greenhouse gases. [1] "The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018" https://www.sciencedirect.com/science/article/pii/S1352231020305689?via%3Dihub [2] See Page 2 & 6 "Reducing aircraft CO2 emissions: The role of U.S. federal, state, and local policies" Briefing by The International Council On Clean Transportation, February 2021, https://theicct.org/sites/default/files/publications/Aviation-CO2-US-feb2021.pdf	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	6	• all costs to individuals and governments of health consequences of all kinds, both physical and mental, from increased air pollution and sound pollution for communities in the vicinity of the airport.	The comment on public health costs is noted. The Air Quality section of the Draft EIR will evaluate the air quality and health risks from the construction and operation of the Proposed Project. The Noise section of the Draft EIR will identify the changes in the noise environment at noise sensitive sites (residences, schools, places of worship etc.) out to the 65 CNEL attributable to the Proposed Project.
		7	• all costs to governments and individuals of wildfires increased by the additional emissions contributing to the climate crisis.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont.*	E	7 *cont.*		responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area.
		8	• opportunity costs comparing emissions of high speed rail[3], passenger rail, and bus travel to expected airline destinations. [3] https://buildhsr.com/	The comment regarding opportunity costs and comparing emissions of high-speed rail, passenger rail, and bus travel is noted.
		9	• increasing costs of building and maintaining pumps and dikes to keep runways, already below sea level, dry and safe with progressively rising sea level.	The comment regarding costs of building and maintaining pumps and dikes is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		10	California has a climate goal of carbon neutrality by 2045[4]. Public money should not be invested in fossil fuel intensive transport infrastructure nor should it be spent on infrastructure vulnerable to sea level rise. Public money should not be invested in air polluting activities that harm front line communities. We say no to airport expansion! [4] https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf	The comment regarding opposition to the Proposed Project, including all signatures by organizations and individuals, is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	11	The CEQA analysis must use the CARB well-to-wheels GREET model for the fuel and lubrication oils (although in this case it is well-to-jet engine analysis).	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions
		12	This expansion is unwarranted and does nothing to help curb the climate crisis the world is in.	The comment regarding opposition to the Proposed Project is noted.
		13	Less atmospheric carbon, less air travel, less airports!	The comment regarding opposition to the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	14	I'm an aircraft engine designer with first-hand experience working on future aircraft concepts with Airbus and Boeing. I'm aware that new technologies and new fuels often used as cover for airport/airline expansion will not be ready soon enough at scale to reduce aviation emissions, particularly if air traffic continues to grow. The only way we can effectively reduce aviation emissions in the necessary timescales is to limit air traffic and pause expansion.	The comment regarding opposition to the Proposed Project is noted.
		15	I am opposed to seeing tax dollars either spent or tax revenues waived for private company expenditure on low efficiency hydrocarbon emitting operations for profit. I would prefer subsidies go towards significantly more efficient infrastructure like high-speed rail or restructuring currently poorly executed public transportation systems with the resulting poor utilization.	The comment regarding opposition to the Proposed Project is noted.
		16	To avert a climate meltdown, we need to curtail, not expand, air travel, along with other significant GHG emitting activities.	The comment regarding opposition to the Proposed Project is noted.
		17	Future generations need our involvement NOW.	The comment regarding future generations is noted.
		18	Do a REAL EIR, including all the issues mentioned above. This is a dangerous request at this time.	The Notice of Preparation announced the Port of Oakland's intention to prepare a Draft EIR on the Proposed Project. The Draft EIR is anticipated to be published in 2022.
		19	Going to OAK now is fairly workable. I use SF airport ONLY if I have no other choice. We need to keep Oakland's airport at a manageable level.	This comment.is noted.
		20	American culture embraces growth: bigger is better here. That assumption needs to be re-examined in many parts of our lives that have contributed to the climate crisis now upon us. Ahead of us, thinking people have canceled plans for airport expansion in France, Sweden and the UK. We, too, should think more deeply about expanding this airport.	The comment regarding growth assumptions is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
O-13 *cont*.	E	21	Until the carbon costs of flying are radically reduced, all responsible people should eliminate or radically reduce their air travel. By the same token, all municipalities that include an airport should be require that airport to cut its carbon footprint in every way possible and especially work to replace short term flights with bus or train trips.	The comment regarding reducing air travel and the carbon footprint of municipalities, which include airports, is noted.
Public				
P-1	W	1	OAKLAND AIRPORT TERMINAL DEVELOPMENT NOTICE OF PREPARATION. I disagree with your plans to expand the Oakland Airport. There will be a significant increase in noise and air pollution created by airplanes flying lower and more concentrated in 1,200-foot narrowed flight paths over densely populated residential neighborhoods in the East Bay.	The comment regarding opposition to the Proposed Project is noted.
		2	• Public notification of this project has been weak. The first time we heard about the project was through a Mercury News article, dated May 17, 2021, a full ten days after the NOP release date. Notification needs to include all residents who will be impacted by the increased airplane traffic this proposed expansion will accommodate. This includes all residents currently impacted by the 2016 NextGen flight path that were imposed on our community. The Oakland Airport Noise Forum can identify the boundaries of this impacted community based on the high volume of complaints they've received. These residents need to be provided with the 30 day comment period as required by CEQA. Therefore, this comment period needs to be extended to accommodate notice of all residents currently impacted by OAK airport related airplane flight noise. This same community must receive timely notification of the publication of the DEIR and final EIR.	The comment regarding community residents being kept informed on the Draft EIR is noted. The commenter has been added to the stakeholder list. Notification of the public scoping process for the Draft EIR was issued in compliance with the requirements of CEQA. The public notifications that were distributed are summarized in the scoping report.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-1 *cont*.	W	3	THE DEIR MUST INCLUDE AN ANALYSIS OF INCREASED FLIGHTS ON ALL OAK FLIGHT PATHS	The Draft EIR will discuss all of the potential environmental impacts associated with the Proposed Project.
		4	When flights were dispersed over the East Bay the noise was tolerable. But this noise increased exponentially for specific residents after the FAA changed the flight paths to the NextGen GPS-controlled routes. NextGen significantly narrowed the flight paths forcing specific homes and residents to experience a tremendous increase in the number of overhead plane flights 24 hours a day, along with a decrease in their flight altitudes (when taking into account the altitude of homes in the Oakland Hills). This significant increase in airplane noise can be corroborated by looking at the significant increase of noise complaints to the Oakland Airport after NextGen was implemented. Due to the existing significant noise impact caused by OAK flight paths we request a robust analysis of the project's increase in flights. More passengers will mean more planes, bigger planes, heavier planes and more noise along the narrow flight paths.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		5	The Port has stated that one of the reasons for expanding the terminals is to accommodate expected growth. This indicates that OAK operations are constrained by terminal cap, and the project will induce growth (under CEQA's definition of growth inducement, which includes removal of constraints to growth). That growth will greatly impact residents living far away from the actual construction site! Per CEQA's clearly stated definition of growth inducement, the EIR must consider the project to be growth inducing and not just growth accommodating in terms of flights in and out of the airport.	The Draft EIR will address potential changes related to the forecast aircraft operations.
		6	The EIR should identify the passenger level that the new facilities are designed to handle and compare that level to existing passenger levels, as well as design capacity levels of the existing terminal.	A detailed description of the Proposed Project will be included in the Draft EIR, which will include current and forecasted passenger levels.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-1 *cont*.	W	7	The EIR must identify the anticipated number and timing of existing and future flights. Will there be more nighttime flights? More daytime flights? Both? How many more? The frequency of flights and spacing between flights during short windows of time (ie: 1 hour) in every 24 period needs to be specified by day of the week. Absent all this information, it is not possible to adequately assess the project's noise and air quality (GHG and TAC) impacts.	The Draft EIR will address potential changes related to the forecast aircraft operations.
		8	THE DEIR MUST INCLUDE AN ANALYSIS OF ALL OAKLAND AIRPORT FLIGHT PATH NOISE IMPACTS The noise impacts of the proposed project are both airport-specific (SFO and OAK) as well as cumulative. Noise impacts of the WNDSR flight path are exacerbated by the fact that this path lies below SFO departure flight paths (from the TRUKN corridor). Cumulative noise from both SFO and OAK flight paths exacerbates the noise impact for residents unfortunate enough to live under and near these overlapping flight paths. Therefore any analysis must include not just increased flights associated with the OAK terminal expansion project but also overlapping (cumulative) noise from increased flights from SFO.	The Noise section of the Draft EIR will discuss potential changes in noise effects to the surrounding communities. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The comment regarding noise from both OAK and SFO is noted.
		9	Residents have had some relief over the past year due to reduced flights associated with the pandemic. Per CEQA case law, this current operational scenario must be considered the baseline for the EIR's noise analyses.	For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.
		10	The Port has the obligation under CEQA to identify all impacts associated with the project. It then must develop mitigation measures for all potentially significant impacts, even if their implementation would require approval of other agencies, including the FAA. The Port cannot reject mitigation as infeasible solely because the measures are outside of their jurisdiction. Therefore	The Draft EIR will disclose all impacts associated with the Proposed Project and will identify feasible mitigation measures that could be implemented to reduce significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-1 *cont.*	W	10 *cont.*	OAK must consider mitigations for increased noise along the WNDSR flight path and others that will be impacted by increased flights associated with the proposed project.	
		11	Given the existing documented large-scale problems with noise along the WNDSR flight path, any substantial increase in flights must be considered to be a significant impact. The OAK Airport, Port of Oakland Board of Commissioners, and the Oakland Airport Noise Forum must work directly with the FAA to seriously and transparently attempt to implement the mitigations sent to the FAA by The Oakland Airport Noise Forum in their proposals entitled Supplemental Proposals to Revising the Northern California Metroplex For Alameda County/Contra Costa County and the follow-up responses.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
		12	THE DEIR MUST USE SINGLE EVENT NOISE METRICS AND MONITORING	The Noise section of the Draft EIR will identify the changes in the noise environment at noise sensitive sites (residences, schools, places of worship, etc.) within the 65 CNEL attributable to the Proposed Project. Although single event noise metrics and monitoring is not a requirement under CEQA, the Draft EIR will include a discussion of single event noise metrics for informational purposes only.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-1 *cont*.	W	13	The EIR must include monitoring in the Berkeley and Oakland Hills measuring single-event noise levels of jets on the WNDSR flight path associated with the airport to establish an existing baseline.	The Noise section of the Draft EIR will identify the changes in the noise environment at noise sensitive sites (residences, schools, places of worship etc.) within the 65 CNEL attributable to the Proposed Project. AEDT modeling and 2019 noise data collected by the Port will be used to determine baseline conditions.
P-2	W	1	I fully support modernizing OAK terminals and facilities, and demolishing OAK's aging Terminal 1 to be replaced with modern technology and energy savings. On the rare occasion I fly, I find other airport terminals to be much more aesthetically pleasing and comfortable than OAK. These other airports offer concessions which rival, or are better than, local shopping districts in terms of convenience, design, and efficiency, and it is my hope that OAK's plan is similar.	The comment regarding support of the Proposed Project is noted.
		2	I do not have any objections to possible increases in air or ground traffic since they are part of the cost of living in a metropolitan region. On the contrary, I hope the proposed plans will improve traffic flow around the airport.	The comments regarding lack of objections to the Proposed Project and the hope for improved traffic flow are noted.
		3	Regarding cargo and terminal facilities, I believe the people working on the upgrades will do their best to improve efficiency and safety of the facilities.	The comment regarding the safety and efficiency of cargo and terminal facilities is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-3	W	1	I am against the project as it currently stands and is being proposed. I am deeply concerned about the severe noise and pollution impacts of many more jets arriving and departing OAK. We live under the WNDSR flight path in the Oakland hills and have suffered deeply after the FAA implemented NextGen, concentrating 3 flight paths (two SFO departures and WNDSR OAK arrival) over our house and neighborhood. Unless OAK can successfully convince the FAA to move WNDSR eastward and higher (much less noise and the jets can glide in and not have to take that silly turn towards Dublin to get into landing position), I will do everything in my power to oppose this plan. This is an unfair and unjust burden on an undeserving segment of the population and the impact is not equitably shared among all those who use and benefit from the airport. Jet noise is real and seriously harming, both physically and psychologically.	The comment regarding opposition to the Proposed Project is noted. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
		2	Additionally, this project expansion should be climate neutral! More jets mean more Avgas being burned in our backyard. This is not ecologically sustainable, and the Bay Area must be the place where mitigation is paramount.	The comment regarding that the Proposed Project should be climate neutral is noted.
		3	Please be prepared for ongoing litigation if this plan is approved in its current form. Thank you!	The comment regarding litigation is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-4	E	1	I am a resident of the Oakland Hills and am writing in opposition to any expansion of Oakland airports routes or flight capacity until there is a permanent remedy for the jet noise above our homes. Flights to and from Oakland airport wake me up as early as 7 am in the morning and continue past 11 pm at night, interrupting my sleep and well-being and creating additional unwanted air and noise pollution.	The comment regarding opposition to the Proposed Project is noted.
		2	The draft plan notes potential significant impact on greenhouse gas emissions, hazards and hazardous materials, water and air quality.	The Draft EIR will discuss in detail all of the potential environmental impacts associated with the Proposed Project.
		3	I am a resident, consumer of Oakland airport services pre-pandemic, and stakeholder in this decision, and I am opposed to any terminal or flight expansion at the airport.	The comment regarding opposition to the Proposed Project is noted.
P-5	M	1	Item 1. As per the NOW BART Connector (LAST STOP) & DISCHARGE/UP AREA TO GO BACK TO COL. BART Sta. & THE CURRENT SPACE FOR A/& STONE THROW AWAY A/C TRANSIT BUS RTS 21 & 73 Serving the OAK. CA. Airport & (its LAST STOP & LAY/LAYING OVER) NOTE ONE OR MORE RTS. MAY BE ADDED AS A/C TRANSIT IS CHANGING & RESTRUCTURING (BY THE FALL OF 2022). ITS ENTIRE BUS RT NETWORK (DIFFERENT AREAS & PEOPLE & FREQUENCITES & DAYS) TO TRAVEL, & OR WANT TO TRAVEL.	The comment regarding transit options is noted. The Traffic and Transportation section of the Draft EIR will discuss changes to transit as a result of the Proposed Project.
		2	2. I ONLY DID know of NOW 17 MORE GATES WILL BE AT THE NEW (ONE TML ONLY) TML ARE NEW AIRLINES COMMING IN OR IS THE CURRENT AIR LINES AT TML 1 GOING TO EXPAND SERVICE???	The Proposed Project is to accommodate future passenger activity levels at the Airport and is not to accommodate a specific airline.
	M	3	& IS THERE GOING TO BE FLY OVER CHANGES TO FLY OVER AREAS???	The comment regarding flight paths is noted. However, arrival and

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-5 *cont.*				departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		4	3. I only did know of the 17 gates from the CH 5 TV NEWS PROGRAM & A FLYER IN THE NEWSPAPER on 5/7/2021	The comment regarding awareness of the Proposed Project is noted. Notification of the public scoping process for the Draft EIR was issued in compliance with the requirements of CEQA. The public notifications that were distributed are summarized in the scoping report.
		5	On (AFTER 9A.M.) 5/18/2021 I went to OAK.Ca. Airport (TML 1 & 2 AREAS) via the BART Connector & Ret. to Col. Bart Sta. via A/C Transit (RT. 73). I am TRANSIENT DEPENDANT! & I did inq. ab Tml 1. w/ Delta Air Lines as to service OAK/to Columbus, Ga. (As I was in the U.S. Army at Ft. Benning Ga. 1968/69) **please note: Not all handwritten notes were legible.*	The Transportation and Traffic section of the Draft EIR will discuss access from the proposed terminal to transit connections and changes to transit as a result of the Proposed Project.
	Phone Call	1	Do we have businesses or airlines lined up for the expansion? Need them to be part of your decision	The comment regarding airlines is noted. The entry of a new airline to the Airport could occur whether the Proposed Project is implemented or not. The Proposed Project is to accommodate future passenger activity levels at the Airport and is not to accommodate a specific airline.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-5 *cont.*	Phone Call	2	Did you know that AC transit is changing their operations? There are 2 stops that may affect your employees and passengers who use it.	The comment regarding changes in transit is noted. The Traffic and Transportation section of the Draft EIR will discuss any changes to transit as a result of the Proposed Project.
		3	Went to do a "dry stop" at Terminal 1 and 2. No coffee shops/stores available. No food for breakfast. Shouldn't there be something for the visitors stopping by?	The comment regarding vendors inside terminals 1 and 2 is noted.
P-6	W	1	I'm writing to voice my concern about the negative environmental impact that the Oakland airport expansion could have on us. We've lived in our current home for 40 years, two blocks from Skyline, near the top of Oakland Hills in the Montclair District. Over the last five years or so, the increase in jet engine noise has risen dramatically. The Covid shutdown over this last year highlighted this increase by the contrast. Almost overnight, the daily noise levels went way down. It was reminiscent of the years before the flight patterns were changed around 2015 – the birds seemed to suddenly find their voices again, and it was quiet again in the redwood canyons. I understand there are alternative flight routes on the table that utilize lower altitude and much less densely populated areas than the East Bay Hills. I'm concerned that without implementing some alternatives routes, any airport expansion will exacerbate an already bad problem. Thank you for your consideration of these issues.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

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P-7	W	1	My family and I are very disappointed by the revised Flight Plan for Oakland Airport. The amount of noise from these overhead flights is truly unbearable. We hope and pray you might find some way to space out these flights- or even reduce the overall number- so that we can live with a modicum of peace and quiet. This is an overwhelmingly important issue to us and our neighbors. Please reconsider and reconfigure the flight plan for Oakland International Airport. Thank you.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
P-8	V	1	The reason I came on the call was the last thing you two addressed, that you said none of these changes will affect the runway. I actually live in San Leandro, at Heron Bay and I'm on the flight pattern for Federal Express and Southwest.· And so that's -- that's what I'm interested in in this process is -- is just what you've said, that the plans are not to increase the number of flights on the runway. Is that correct?	The Proposed Project does not include physical changes or changes to operational capability to the runways. Arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The DEIR will include analysis of the future forecasted operations
		2	So does the plan include increasing the number of flights that are currently coming in, 'cause I understand that this is a renovation and a development project but is the purpose so things can stay exactly like they are? But development usually means that there's going to be increased capacity. And the only capacity that I would think that the Port would want to increase would be the ability to run more flights. And so as a resident, I'm concerned about that. And I feel that it -- I want to know, is that - how -- how do we get to that? Because I know that -- I've lived in Oakland for, like, over 50 years, and I know that, usually, the physical stuff starts first and then the political stuff is held close to the vest until it's too late for the public to do anything about it. So that's why I'm asking these questions.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.

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P-9	W	1	I am interested in receiving future updates	The comment regarding being kept informed on the Draft EIR is noted. The commenter has been added to the stakeholder list.
P-10	C	1	Will the EIR address hiring during the terminal development? Would like to see Oakland residents hired. Would like to see opportunity for Minority contractors and vendors to be part of the process.	The comment regarding hiring Oakland residents is noted.
		2	Can you talk about impacts of the project on the adjacent neighborhoods in East Oakland and Alameda?	The Draft EIR will discuss all of the potential environmental impacts within the study areas associated with the Proposed Project.
		3	Will the development project include community benefits?	The comment regarding community benefits is noted.
P-11	W	1	I really hope that the people involved with this project put something together that brings this 20yr past development. Elevated arrivals, separate International terminal, multi level parking. Second main runway in the bay, stop letting southwest dominate the airport. Bring in other airlines. Start competing with SJC and SFO for airplane seats. Build a hotel in airport parking lot. More cultural art history throughout the airport, not just abstract paintings. A real food court . . .	The comment regarding development is noted. The Draft EIR will include a detailed description of the Proposed Project, which may or may not include the components listed.
P-12	E	1	I am concerned that the Port is simply planning an expanded 20th century airport for use in the 21st century. That may not be the wisest approach. Covid may become tamed & air travel may soon return to prior levels, but that may not be for the best.	The comment regarding air travel is noted.
		2	I address the following factors in this NOP: Air Quality, Energy, GHG emissions, Hydrology (Sea Level Rise), Noise, Transportation & Utilities.	The comment regarding topics from the NOP being addressed is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-12 *cont.*	E	3	As we know the world is facing a climate crisis due to GHG emissions brought on primarily by the use of fossil fuels for energy. We also know that air travel is a prodigious user of such fossil fuels & that their combustion has an effect upon air quality both locally & beyond. This entire situation has to be thoroughly re-evaluated.	The comment regarding air travel and climate change is noted. The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.
		4	While reportedly many types of electrified airplanes are being tested, it seems quite unlikely that we will have an electrified large-body airplane (comparable to today's jumbo jets) available for use in the foreseeable future. It is clear to me that the facilities for handling & managing aircraft have to be designed to comport with the type of aircraft that are actually being used. Efficient handling of dramatically different types of aircraft will likely require a dramatically different type of infrastructure, both conceptually & physically.	The comment regarding alternative types of aircraft is noted. However, airlines make independent decisions as to their schedules and destinations, as well as the types of aircrafts flown.
		5	The impact upon our local electrical utilities (PG@E, East Bay Community Energy) needs to be taken into consideration.	The Utilities and Services Systems section of the Draft EIR will discuss the demand for electrical utilities that would occur as a result of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-12 *cont.*	E	6	Expanding the facilities designed to handle large-body, fossil-fueled airplanes is comparable to investing in oil & gas pipelines, i.e. it is wasteful & makes it that much more problematical to convert to the type of system that is required. Oakland airport has to prepare itself for substantial sea level rise in the near future & investment should be directed toward making those required modifications as opposed to planning for expanded air travel. It maybe that exactly the opposite will (& arguably SHOULD) be the case & that what we should see is a smaller, more secure, more flexible & more resilient Oakland airport than an expanded version of the one that we have at present.	The comment regarding expanding facilities and sea level rise is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		7	Happily I am informed that electrified airplanes are a far less noisy form of transportation than the planes we presently use.	The comment regarding electrified aircraft is noted.
	V	1	I am part of a number of organizations, but today I am just representing myself, personally. I do live in Oakland, and I have used and enjoyed the Oakland Airport, but I am concerned that this -- that put -- investing money now – investing resources now in -- in air travel is a mistake.	The comment regarding air travel is noted.
		2	I know we're all -- we are all hoping that once Covid is managed thoroughly life will return to what we thought was normal years ago. I'm not sure it ever will. That's to some degree beside the point.	The comment regarding COVID-19 is noted.
		3	I -- I've been trying to think of analogies to give you, and one is that I think it's kind of like pipelines.· They were -- investing in pipelines is -- is encouraging the use of fossil fuels, something which we have to stop doing.	The comment regarding investing in pipelines is noted.
		4	And I think -- I regret to say -- I think air travel is something that we won't have to give way to in the future. That -- I'm not sure air travel should return to the level which I have used it, and I'm sure some of you have used it in previous years because of all the environmental consequences involved. So I think we really have to think about that very carefully in whatever we do.	The comment regarding the future of air travel is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-12 *cont.*	C	1	Sea level rise is a very important concern. It needs to be considered at length.	The comment regarding sea level rise is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		2	Given the GHG results of air travel & the difficulty of eliminating them argues that air travel is something that we should be phasing out & not investing in further.	The comment regarding the future of air travel is noted.
		3	This approach changes the whole question of what should be in scope. We should be finding ways to downsize our air travel facilities & replace them, to the degree possible, with electrified high-speed rail.	The comment regarding replacing air travel with electric high-speed rail is noted.
		4	You might have allowed us to speak a bit longer	The comment regarding the length of speaking time during the virtual public scoping meetings is noted. Comments could be provided using the following methods: electronic submission to Colleen Liang, Port Environmental Supervisor at CLIANG@PortOakland.com; submittal of an online form at https://www.OaklandAirport.com/TerminalDevelopment/; U.S. Mail to Port of Oakland, Environmental Programs and Planning Division, c/o Colleen Liang 530 Water Street, Oakland, California 94607; verbally at the virtual scoping meetings; and via chat at the virtual scoping meetings.
		5	Just as newspapers are going away, maybe air travel should also.	The comment regarding the future of air travel is noted.

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P-13	V	1	I'm a concerned citizen, and we -- I am getting involved with starting a coalition against this airport expansion. And the organization is called Stop OAK Expansion. So, we believe that the draft EIR needs to be framed by the climate emergency.	The comment regarding air travel and climate change is noted. The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.
		2	We have very little time to act on the climate emergency, and California has some ambitious climate goals, and knowing about aviation accounts for more than seven percent of statewide greenhouse gas emissions, this airport expansion is -- is -- it's -- it's going in the wrong direction. We need to keep fossil fuels in the ground, and we need to build green infrastructure.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-13 *cont*.	V	3	We've hoped that this draft EIR counts all the climate impacts of the expansion, not just the CO2 emissions of airport construction and operation, but also the CO2 emissions and the climate warming impact of aviation of all of the airplane travel that is coming and going from the airport.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions.
		4	The airport already is harmful to the residents nearby. This EIR needs to count the health impacts -- the mental health impacts from the noise, the health impacts from the increased air pollution in the vicinity of the airport.	The Air Quality section of the Draft EIR will discuss the changes in air pollutant emissions as a result of the Proposed Project. Additionally, a qualitative mobile source health risk assessment will be included in the Air Quality section of the Draft EIR. The Noise section of the Draft EIR will address potential noise impacts associated with construction of and operation of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-13 *cont*.	V	5	And related to climate – the climate emergency, I think it's very important that the EIR consider wildfires and sea level rise.	The Greenhouse Gas Emissions section of the Draft EIR will identify GHG emissions attributable to the Proposed Project and discuss the context of local, state, and federal policies concerning GHG emissions. Sources considered in the emissions inventory will include aircraft emissions below 10,000 feet, vehicle trips, stationary equipment (boilers, heaters, generators), ground support equipment (GSE), auxiliary power units (APU), building energy use, water use and waste generation, and construction emissions. The comment regarding sea level rise is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-13 *cont*.	V	6	This is all tied together. Wildfires are more severe and frequent than ever before, and we have a very limited window to -- to -- lower emissions.	Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area. The Greenhouse Gas section of the Draft EIR will identify GHG emissions attributable to the Proposed Project. Per CEQA Guidelines Appendix G, impacts associated with wildfire risk are evaluated if the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As stated in the Initial Study, the Proposed Project is not located in such an area. Separately, the Air Quality section will evaluate the Proposed Project impacts on local air quality.

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P-14	V	1	But -- but the main thing is, I don't want those planes flying over my house, 'cause we went through this before a few years – when they started making some changes and we had -- and we had to have them come and put one of those things in the backyard, and we had gotten recorded with 5,000 planes in a month -- in a month that was flying over our house, and I do not want to go through that again.· That was terrible. So -- but I'll be back at 6.	The comment regarding opposition to the Proposed Project is noted.
	C	1	When would these new changes go into effect?	The Draft EIR will identify the proposed timing for implementation of the Proposed Project.
		2	We are the Harrisons from Hayward. Near the early 2000s we had a terrible problem with planes flying overhead. we do not want to experience that again,	The comment regarding previous issues regarding aircraft overflights is noted. Arrival and departure patterns at the Airport will not change as a result of this Proposed Project.
P-15	E	1	I'm not sure how to start this email. But we are extremely concerned about the Oakland Terminal Modernization & Development Project.	The comment regarding concern about the Proposed Project is noted.
		2	Some years ago we had a terrible experience with the Oakland Airport and we had over500 planes flying over our house in a month. It was a nightmare. Scared😨 us to death. We are seniors and we do not want to experience anything like that again.	The comment regarding previous issues with aircraft overflights is noted. Arrival and departure patterns at the Airport will not change as a result of this Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-15 *cont.*	E	3	What is going to be the flight pattern, when would these changes go into effect and when are the POA meetings going to start up again?	Arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Draft EIR will identify the proposed timing for implementation of the Proposed Project. It is not understood what the phrase "POA meetings" refers to.
P-16	W	1	I attended the hearing from 3 to 4 today (screen name Carrie). Mr. Full said the project "would not affect the runways", but he then answered a caller asking about the runways, "what I said is the project does not change the runways at OAK." I see the area for "replacement cargo facilities" is at the edge of the Parkway and very close to North Field runway 28L. As a North Field Hangar tenant, I would be very much concerned if this project, extending all the way to the Parkway, will require shutting down 28L in order to construct the "replacement cargo facilities".	The Proposed Project does not include physical changes or operational capability to the runways. Arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The DEIR will include analysis of the future forecasted operations.
		2	I would also like to know if you have already submitted the proposal, or at least the NOP, to the FAA for determination whether construction cranes and equipment will be too close to the North Field runways to permit them to remain open safely.	The environmental planning of the Proposed Project is currently underway; it has not been approved. Therefore, no construction submittals have been submitted to FAA for determination of construction cranes and equipment. All construction will adhere to FAA requirements.

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P-17	W	1	When the FAA changed flight paths to GPS controlled routes in 2015, and initiated the WNDSR Flight Path, it changed everything for us. Who is "us"? We are the thousands of residents living in the higher elevations in eight(!) cities of the East Bay Hills: i.e. El Cerritos, San Pablo, Richmond, Berkeley, San Leandro, Hayward, San Lorenzo and OAKLAND.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		2	My family and I live in the Oakland Hills and have suffered greatly from the almost constant, and very loud flights over our home. And now, after countless meetings with the FAA and the port of Oakland- all after we have provided verified documentation of flight altitude and accompanying noise- not only is NOTHING being done to correct the situation, you now want to increase the number of flights and the accompanying noise. This is not acceptable!	The comment regarding aircraft noise is noted. The Noise section of the Draft EIR will discuss the changes in noise attributable to the Proposed Project.
		3	We have lived here for 20 years and know that it does not have to be like this. It wasn't this way for many years for thousands of tax-paying residents of the Easy Bay Hills. Is it really impossible to spread the incoming and outgoing flights around the area, and particularly over the ocean? I realize that you have rejected alternative options in the name of efficiency and cost reduction, but this solution is ruining any chance for a peaceful life in the Oakland Hills and beyond. Please take this into consideration in your upcoming meetings and reports and fix the problem for so many people.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-18	E	1	I would like to draw attention to the environmental safety of the jet fuel accumulation that takes place with the current flight patterns out of both the main runway and the north fields. I am attaching a picture of the inside (original color) and exposed side of my outdoor umbrella. As you can clearly see there is a dramatic difference between the original color of the umbrella and the distorted color caused by jet fuel. This presents an environmental safety issue that must be addressed as your department assess impact of an airport expansion. My umbrella can be replaced but I breath in the same substance that is left behind by the airport traffic. With the expansion this jet fuel residue will become a bigger problem and needs to be addressed in your study.	Both hazards and air quality impacts will be evaluated in the Draft EIR. The impact of the Proposed Project on air quality and human exposure will be evaluated through a health risk assessment.
P-19	C	1	How many gates overall will be included in the finished set of terminals?	The number of gates at the Airport will be described in the Proposed Project Description chapter of the Draft EIR.
		2	With over 50% more gates, is there enough capacity on that single South runway to handle all the extra flights?	The Port has prepared an Airfield Capacity Study, which assessed the ultimate capacity of the airfield and specifically the main commercial runway, 12-30. The analysis demonstrates that the capacity of Runway 12-30 exceeds the operations projected through the planning horizon.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-19 *cont.*	C	3	Thank you. I understand that the question about capacity of the South Runway can't be answered right now. Does including it in the EIR mean that the authors must answer the question during the EIR?	The airfield capacity analysis was conducted including the use of computer simulation modeling and will be incorporated, as appropriate, in the Draft EIR. The Draft EIR will include a discussion of feasible alternatives that could reduce significant impacts of the Proposed Project.
		4	After the project completion, will OAK continue to keep heavy commercial and freight jets on the south runway except during emergency repairs?	The Proposed Project involves modernizing existing facilities and development of a new terminal. It does not propose changes to existing aircraft operations.
P-20	E	1	Here are my comments regarding the NOP. • Hire an acoustic engineer to measure departure noise levels at the west end of Alameda island from Ballena Bay to the former Navy yard. Sound definitely travels over water.	The acoustical consulting firm Harris Miller Miller and Hanson Inc. (HMMH) has been retained to prepare the noise section of the Draft EIR.
		2	• The Environmental Impact Report (EIR) must evaluate impacts related to increased noise and other topics using the current baseline conditions.	The Draft EIR will identify all impacts associated with construction of and operation of the Proposed Project. For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.
		3	• The EIR must include a robust analysis of the Project's impacts, especially air quality, greenhouse gas emissions, public health, and noise impacts.	The Draft EIR will discuss the potential environmental impacts associated with the Proposed Project, including air quality, greenhouse gas emissions, public health, and noise.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-20 *cont.*	E	4	• The EIR must analyze all of the growth resulting from adding a terminal and 17 additional gates, including increased regional car traffic, increased flight operations, and increased noise.	The Draft EIR will discuss the potential environmental impacts associated with the Proposed Project.
		5	• The EIR must identify the anticipated number and timing of existing and future flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.
		6	• Mitigation measures must be developed for all potentially significant impacts resulting from increased flight	The Draft EIR will include feasible mitigation measures to eliminate or reduce the magnitude of potentially significant impacts that would occur as a result of the implementation of the Proposed Project.
P-21	E	1	I am a regular patron of OAK and enjoy the convenience of having an airport in the East Bay. However, I do not support further expansion of the airport.	The comment regarding opposition to expansion of the Airport is noted.
		2	1. This expansion will negatively impact the mental and physical health of those in our neighboring communities (Alameda, Oakland, Berkeley, San Leandro, Hayward, Castro Valley - anywhere on a depart or return flight path). That is hundreds of thousands of people, if not a million.	The Draft EIR will identify impacts of the Proposed Project. Mitigation measures, including conservation measures, will be identified for significant impacts.
		3	2. The expansion will negatively impact the environment through increased flights + air pollution, destroyed wetlands, and increased runoff into the Bay.	The Draft EIR will address all required environmental topics, including impacts to air quality, biological resources, and hydrology/water quality that would occur as a result of the implementation of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-21 *cont.*	E	4	3. Sea levels are rising and the airport is on the Bay. Why would we spend time, effort, and precious resources building something that will be underwater in a few decades?	The comment questioning the reason for the Proposed Project is noted. The Draft EIR will include a discussion of the purpose of the Proposed Project.
		5	If we need more gates to serve the East Bay or Bay Area at large - build an airport in Tracy.	The Alternatives section of the Draft EIR will include an analysis of alternatives to the Proposed Project.
P-22	W	1	Your verbiage does not tell the real story. I am against adding so many new runways to the Oakland Airport. I live in Richmond and the number of planes flying over my house daily has become shocking. Most homes here have no A/C, thus our windows are open during the warm season to toxic noise and filth. How would you like to wake up to a plane landing on your roof?	The Proposed Project does not include physical changes or operational capability to the runways. Arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The DEIR will include analysis of the future forecasted operations. The Noise section of the Draft EIR will describe noise impacts of the Proposed Project.
P-23	C	1	In the EIR please address how the project will affect the ability of passengers to travel by public transit to OAK and its terminals.	The Transportation and Traffic section of the Draft EIR will discuss access from the proposed terminal to transit connections.
		2	In the EIR please address whether the project will provide at least as much parking per air travel load for economy and daily parking as currently exists at OAK.	The Proposed Project Description section of the Draft EIR will identify changes to public parking as a result of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-24	E	1	I strongly support that idea and thank you for moving ahead with it. I'm 78 years old now but remember OA as a just a few huts. How wonderful that it has grown to serve the Bay Area so well.	The comment regarding support of the Proposed Project is noted.
		2	BUT, may I raise a serious concern please about the current air corridors for take off and landing. Obviously we cannot just expect all jet noise to go away - for only when we personally need it. But 4 years ago when your new computer analysis program took hold, air routes over the East Bay Hills and Berkeley and North Oakland were severely changed. A serious error was made but it require a very minor adjustment in the approach and takeoff routes.	The comment regarding flight paths is noted. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
		3	For 30 years jets flew up the center of the Bay and turned up the Sacramento River. The noise was close to zero. They also flew over the back (east) of the hills above Berkeley and Oakland. Four years ago the landing/takeoff path was moved 2.5 miles close to the top of the hills (a route along Tilden Park &/or Grizzly Peak Blvd. So now, all the jet noise (and it's very bad) cascades down the hills towards the west. Please go back to the original paths up the center of the Bay, or further over the East side of the hills. This decision on your part will increase comfort and rest for over 40,000 people.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-24 *cont.*	E	4	In the expansion of the airport, it is not unreasonable to ask you to correct and improve the current air paths for take off and landing. Under the policies of our new President and his appointees, we presume we will be seriously listened to. Over the past 4 years, we have been ignored, laughed at and repeatedly lied to. We know that we won't receive those kinds of responses from you and your colleagues. We know that you have a very hard and complicated job - and one where every person expects you to do what they want.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		5	We sincerely look forward to your good faith efforts to help us, as these fine plans for the Oakland Airport move forward. Thank you for dedicated professional effort. We look forward to your public analysis and presentation of your decision making process.	The comment regarding support of the Proposed Project is noted.
P-25	V	1	I am representing Hudson Group, the retail concessionaire at OAK. I just wanted to say, first of all, thank you for letting me access this webinar. This seems like a really exciting thing that is going on for all of us, and I have been working at OAK now for -- since early '05.	The comment regarding support of the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-25 *cont*.	V	2	One thing, I know you don't have time for a Q and A, but one thing I do want to stress, and maybe you can provide feedback on this is -- BART, as we know since 2014 with the airport connector, has been huge for us and is great to have it going even during the Covid pandemic, even though with less frequency, to still have the trams running. So one thing I do want to stress with that said is, even though it looks like the new terminal seems to be a bit further away, I don't know exactly where the entrance is going to be. I guess we will have to wait to see the renderings further, but on the guess or assumption that it is going to be close to where Terminal 1 ends, to that northern end, it seems like it is a bit of a walk. So I just kind of wondered or at least wanted to advocate to have maybe a shuttle or something to get people to go from that -- what seems to be a really cool terminal eventually to that BART tram platform, so they don't have to walk too far, especially the elderly and/or people with a lot of baggage, so we can continue to make BART a big part of getting to and from Oakland and making it a very great airport in that regard. So I see my time is getting low here, so I am going to wrap it up by saying that. Thank you to all three of you, and I just hope that BART is in OAK's future for years to come, provided that there is plenty of riders (unintelligible), so thank you again.	The comment regarding transit options to the Airport is noted. The Traffic and Transportation section of the Draft EIR will discuss changes to transit as a result of the Proposed Project as well as access from the proposed terminal to transit connections.
P-26	E	1	I write to express my concerns with the Notice of Preparation ("NOP") for the Draft EIR related to the Oakland International Airport ("OAK" or "Airport") Terminal Development Project ("Project"). From the perspectives of both environmental impacts and actual need, the Project is ill-considered and should not move forward.	The comment regarding the NOP and opposition to the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-26 *cont*.	E	2	Most notably, OAK has demonstrated no justification for the Project. Recent passenger volume statistics at OAK do not support an expansion of the Airport. In 2018, passenger volume was 13.59 million. In 2019, before the COVID-19 pandemic even began to affect travel, passenger volume had dropped to 13.38 million, 1.5% below 2018 figures, indicating waning interest in flights from OAK. In 2020, OAK handled a mere 4.62 million passengers, a drop largely attributable to the pandemic. In light of these most recent statistics, the Airport has no logical basis on which to assume that passenger volume will naturally increase in the near future or ever. The pandemic's long-term consequences on air travel patterns remain unknown, and it is possible that passenger volume at OAK will never return to its 2018 record for various reasons, including the following.	The Draft EIR will provide information on future passenger activity levels for the Airport and identify the objectives of the Proposed Project.
		3	First, many businesses, particularly those in the Bay Area that generate a significant number of the business travelers who utilize OAK, have adapted to the permanent reality of a workforce that interacts remotely to a rising degree. Experts expect that business travel will never return to its previous volume (see, e.g., https://www.bloomberg.com/opinion/articles/2021-03-26/will-business-travel-return-to-normal-after-covid). Bill Gates has stated that he estimates 50% of business travel will disappear in the post-pandemic world (https://www.cnbc.com/video/2020/11/17/bill-gates-business-travel-coronavirus.html).	The comment regarding the future of business travel is noted. The Draft EIR will provide information on future passenger activity levels for the Airport.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-26 *cont*.	E	4	Second, the population of the Bay Area is dropping, with obvious implications for air travel in the future. From 2020 to 2021, the figures were as follows: Alameda County -- 0.4% loss; Marin County -- 1% loss; Napa County -- 1% loss; San Francisco City and County -- 1.7% loss; San Mateo County -- 0.8% loss; Santa Clara County -- 0.6% loss; Santa Cruz County --3.4% loss; Solano County -- 0.2% loss. (https://www.sacbee.com/news/politics-government/capitol-alert/article251245999.html) The only Bay Area county that gained population is Contra Costa County with a 0.3% increase. (Id.) In total, the Bay Area's population dropped by almost 46,000 residents (0.6%) from 2020 to 2021. (https://socketsite.com/archives/2021/05/the-bay-area-population-decline.html) Given factors such as the extreme costs of housing in the Bay Area, the new acceptance of remote work by many companies and organizations, and the deleterious impacts of increased wildfire activity around the region, the Bay Area's population may continue to decline into the indefinite future.	The comment regarding population trends in the Bay Area, remote work, and rising housing costs is noted. The Draft EIR will include information on future passenger activity levels for the Airport.
		5	The Airport's proposal to construct a new terminal at this time is irresponsible when considered against the backdrop of diminished interest in air travel and decreasing population in the Bay Area. The Project appears to be a result of momentum generated during a time when the Airport's passenger volume was increasing. That time is now years past, and the Airport should reframe its plans and cease to pursue a proposal that reflects outdated assumptions and takes no account of the likely realities of a post-pandemic world.	The comment regarding opposition to the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-26 *cont*.	E	6	Beyond the lack of any justification for the project, the Project should never be approved due also to the unacceptable environmental impacts of expanding passenger volume to the extent contemplated. As the NOP indicates, the Project is expected to result in potentially significant impacts in virtually every resource category and would undoubtedly require a long statement of overriding considerations to receive final approval as there may be no feasible means to mitigate the increased greenhouse gas emissions (millions of tons), which would exacerbate the already dire predictions for climate change-induced problems, such as sea level rise that will lead to more frequent flooding at the Airport (see "Oakland Preliminary Sea Level Rise Road Map," available at https://cao-94612.s3.amazonaws.com/documents/oak068799.pdf) and more disastrous wildfires that have catastrophically affected California in recent years; the criteria air pollutant emissions; the noise impacts on communities already detrimentally and severely impacted by the FAA's hopelessly poorly implemented NextGen program; and numerous other adverse impacts.	The purpose of the NOP is to indicate which environmental resource categories will be analyzed in detail in the Draft EIR. The Draft EIR will identify all impacts associated with implementation of the Proposed Project. However, it is not known whether any of these impacts will be considered significant until the analysis is conducted. At this point in the CEQA process, it is not known whether approval of the Proposed Project would require the preparation of a Statement of Overriding Considerations.
		7	Instead of focusing on an ill-conceived project that reflects currently inapplicable assumptions about air travel in the future, OAK should refocus its efforts on adapting to the realities of our changing world and attempting to reduce its impacts on humans and the environment. The Airport should not try to generate new air traffic where no such increase is supported by present trends and where that increase would worsen the quality of life and of the environment for residents of the Bay Area and beyond.	The comment regarding opposition to the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-26 *cont*.	E	8	As an environmental attorney for the last 15 years, as a user of the Airport, and having worked for a decade for two large public agencies on both CEQA and NEPA analyses, I am disappointed to see that OAK persists in reviewing one of the most irresponsible projects that I have seen proposed by a public entity. I hope that the Airport will halt the Project now before wasting funds and the time of OAK staff and members of the public, as well as almost certainly generating protracted litigation over what would be an indefensible environmental impact report for unneeded development.	The comment regarding opposition to the Proposed Project is noted.
P-27	W	1	I am concerned about the proposed expansion of the Oakland airport. When I moved to my home in 1994, we hardly ever heard a plan near us. Now we commonly hear plans, and they interrupt our conversations and daily lives. Something they are repeated, every few minutes, all day long. It interferes with the quiet enjoyment of our property, our home. I urge the airport to work with the FAA to implement mitigations regarding both noise and pollution for all Oakland airport flight paths. The most sensible mitigation, it seems to me, is to fly over unpopulated areas as much as possible, including over the water instead of land. I do not support endlessly increasing air flights. Enough is enough.	The comments regarding mitigation measures are noted and will be considered if significant impacts are identified. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
P-28	W	1	I approve of the plan to add a new terminal with 17 net additional gates. Too often, I have to drive from Oakland to San Francisco. Oakland is much closer to my house. By offering more flights from Oakland, I would save gas and be able to fight climate change by driving less. Please expand the Oakland Airport. I will save people from the East Bay driving all the way to San Franicsco.	The comment regarding support of the Proposed Project is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-29	E	1	The following comments as a resident of Bay Farm Island, are for items that must be included the the EIR: • The EIR must include a robust analysis of the Project's impacts, especially air quality, greenhouse gas emissions, public health, and noise and safety impacts.	The Draft EIR will address all required environmental topics including air quality, greenhouse gas emission, public health, and noise impacts associated with the Proposed Project.
		2	• The EIR must analyze all of the growth resulting from adding a terminal and 17 additional gates, including increased regional car traffic, increased flight operations, and increased noise.	The Draft EIR will discuss the potential environmental impacts associated with the Proposed Project. The Transportation and Traffic and Noise sections of the Draft EIR will discuss the traffic and noise impacts associated with the Proposed Project.
		3	• Mitigation measures must be developed for all potentially significant impacts resulting from increased flight operations.	As applicable, the Draft EIR will identify mitigation measures to eliminate or reduce the magnitude of identified impacts resulting from the implementation of the Proposed Project.
P-30	E	1	I watched one of the recorded OAK Public Scoping Meetings on May 26, 2021 – had I been on that Zoom call as I would have been very eager to ask for information about studies regarding the environmental impact on the Bay from the OAK Fuel Farm as it exists now, and after its upgrade and expansion as mentioned in the OAK Scoping Meeting.	The Hazards and Hazardous Materials section of the Draft EIR will discuss the potential environmental impacts associated with changes to the fuel farm at the Airport.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-30 *cont*.	E	2	I saw on the graphic or photograph that the OAK Fuel Farm is located on the edge of the Bay. I live in Point Richmond, a neighborhood of Richmond, California, near a legacy toxics site also positioned directly on the Bay. This site is called Terminal 1, and it is adjacent to Ferry Point in Miller Knox Regional Shoreline (EBRPD). From the many decades of use of the Terminal 1 site as a fuel depot, the ground and groundwater are contaminated: valid groundwater data exists documenting the extent of the pollution. Petroleum discharges to the Bay have been occurring for decades from this site. A solution currently proposed to stop these toxic discharges is an appropriately designed slurry wall.	The comment regarding the addition of a slurry wall is noted and will be considered as part of the analysis in the Hazards and Hazardous Materials section of the Draft EIR.
		3	I would like to know if state-of-the-art ground and groundwater testing for toxics is being done now at the OAK Fuel Farm, and if petroleum discharges to the Bay exceeding allowable levels are occurring?; and, how will this be stopped and the Bay protected if the OAK Fuel Farm is expanded and upgraded? Groundwater and stormwater monitoring on a consistent and regular basis should be mandated, if it is not already so.	The Draft EIR will identify impacts of the Proposed Project with respect to Hydrology and Water Quality. Mitigation measures, including conservation measures, will be identified for significant impacts.
		4	The design of an expanded OAK Fuel Farm should ensure that contaminated stormwater is captured and prevented from entering the Bay.	The Draft EIR will identify impacts of the Proposed Project with respect to Hydrology and Water Quality. Mitigation measures, including conservation measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-30 *cont*.	E	5	Of great concern, of course, since the OAK Fuel Farm is located right on the Bay, would catastrophic-level contamination of the Bay in the case of a severe earthquake; and increased vulnerability of the OAK Fuel Farm to structural failure with anticipated sea level rise. The Port of San Francisco is planning for at least a 4-6 foot rise, I believe, by 2050. Is this being seriously considered in the design for the expansion and upgrade?	The Draft EIR will identify impacts of the Proposed Project with respect to Hydrology and Water Quality. Mitigation measures, including conservation measures, will be identified for significant impacts.
P-31	W	1	It doesn't seem reasonable to demolish the OMC hangar. This will leave Oakland without a commercial repair facility and preclude it from future consideration as a hub or mini-hub.	The comment regarding demolishing the Oakland Maintenance Center (OMC) Hangar is noted.
P-32	C	1	I did not see information regarding additional parking. Will additional parking structures planned?	The Proposed Project Description section of the Draft EIR will provide details regarding changes in parking at the Airport.
		2	Parking new parking facilities appear to be dispersed. The project would eliminate current economy parking, which is substantial today. A very careful analysis of parking requirements is needed for this EIR.	The Transportation and Traffic section of the Draft EIR will consider how the relocation of the economy parking may affect mode choice and access to the Proposed Project with the airport. However, parking is not a CEQA issue by itself and a parking evaluation is not proposed.
		3	It would appear that substantial distances would exist between terminals. This would not be convenient for running from the new terminal to Terminal 2. This should be considered carefully in the design.	The comment regarding the distance between terminals is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-32 *cont*.	C	4	The noise impact analysis should include criteria for sleep disturbance and speech interference, and the impact DNL levels recently published by Nick Miller of HMMH for definition of highly annoyed..	The Noise section of the Draft EIR will identify the changes in the noise environment attributable to the Proposed Project. Sleep disturbance survey is not a requirement under CEQA, however it will be conducted and included for informational purposes only in the Noise section of the Draft EIR.
		5	The noise impact analysis should include mitigation of WNDSR arrival noise impact on Berkeley, Oakland, Richmond, Albany, San Pablo, etc. Specifically, modification of the WNDSR arrival pattern, including dispersion and / or shifting WNDSR eastward.	The Noise section of the Draft EIR will address potential changes to and effects of the number of take-offs and landings and potential effects of those changes in take-offs and landings. Arrival and departure patterns at the Airport would not change as a result of the Proposed Project and, therefore, will not be addressed in the Draft EIR. Changes associated with aircraft noise on the surrounding communities will be disclosed in the Noise section of the Draft EIR.
P-33	W	1	I love Oakland international airport for it's simplicity and easy access in and out. However, it is time for a major update on the existing terminals. A more modern terminal with high ceilings and more overall space is needed.	The comment regarding the existing terminals and design preferences for a new terminal at OAK is noted.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-34	W	1	I'm interested in knowing how noise levels and traffic will be impacted, and what will be done to mitigate those impacts on neighboring communities. Thanks.	The Noise section of the Draft EIR will discuss in the noise impacts associated with the Proposed Project. The Transportation and Traffic section of the Draft EIR will discuss existing traffic volumes compared to possible changes in traffic volumes as a result of the Proposed Project. Mitigation measures will be considered if significant impacts are identified.
P-35	W	1	I am opposed to adding more flights and the expansion of the oakland airport for these reasons.	The comment regarding opposition of the Proposed Project is noted.
		2	Communities have experienced significantly high levels of noise disturbances after the FAA changed the flight paths to GPS-controlled routes in 2015.	The Noise section of the Draft EIR will identify the changes in the noise environment attributable to the Proposed Project.
		3	Residents in the East Bay Hills suffer greatly from WNDSR, the OAK arrival path that follows the spine of the East Bay Hills.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		4	I request a robust analysis of the project's increase in all flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of implementation of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-35 *cont*.	W	5	The EIR must identify the anticipated number and timing of existing and future flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.
		6	Mitigation measures must be developed for all potentially significant impacts, including noise & air pollution, from all OAK dispersed flights and NextGen related flight paths.	The Draft EIR will identify impacts of the Proposed Project. Mitigation measures, including conservation measures, will be identified for significant impacts.
P-35 *cont*.	W	7	The Port of Oakland Board must work with the FAA to implement mitigations, including shifting flight paths (like WNDSR) away from populated areas.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
		8	The EIR must include rigorous monitoring of current noise levels associated with the airport to establish an existing baseline. I'm an Oakland resident impacted by already numerous low flying planes over my house.	The Port of Oakland installed and has maintained a state-of-the-art noise and operations monitoring system (NOMS) since September 14, 1990, which automatically collects the majority of all operations at the Airport and measures and reports noise levels at fourteen (14) locations in the community surrounding the Airport. For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-36	C	1	Very excited about the improvements that will be made at OAK!	The comment regarding support of the Proposed Project is noted.
P-37	W	1	JUST ONE COMMENT, IF NEXTGEN IS SO GREAT WHY WONT YOU HAVE THE FLIGHT PATHS OVER THE BAY??? WE ARE FED UP WITH THE EXCUSE ABOUT ENOUGH ROOM YET THESE FLIGHT PATHS WORK OVER HOMES AT LOW ALTITUDES????? IN A VERY NARROW CORRIDOR????????? I HAVE ASKED IN THE PAST TAKE A DRIVE OVER ANY OF THE BRIDGES IN THE BAY AREA AND LOOK OUT OVER THE VAST SPACE THERE IS!!!! NO PLANES??? SFO USES A VERY, VERY SLIM PORTION OF THE BAY SHORE LINE OF ARRIVALS FROM THE SOUTH!!!! OAKLAND'S DEPARTING PLANES SHOULD FLY INTO SAN PABLO BAY FIRST BEFORE TURNING OVER LAND PERIOD!!! AND IT WOULD BE A VERY EASY FLIGHT PATH WITH MORE THAN ENOUGH ROOM!!!! ARRIVING FLIGHTS SHOULD COME IN OVER THE BAY AND TURN OVER THE BAY AND LAND IN OAKLAND!!!! AGAIN IF NEXTGEN IS SO GREAT, THIS SHOULD NOT EVEN BE A CONVERSATION!!!!!!! LASTLY WHY ARE YOU AND THE FAA CHOOSING FLIGHT PATHS OVER THE TAX PATERS HEALTH ?? WHO OWNS YOU???????????? ARE YOU THAT CORRUPT??????????? PROFITS OVER PEOPLE????????????????????? ONE DAY IN THE FUTURE PEOPLE WILL LOOK BACK ON THIS AND SAY HOW SICK NEXTGEN WAS TO THE PUBLIC HEALTH AND HOW DID THE GOVERNMENT GET AWAY WITH IT!!!	The comment regarding noise disturbance is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-38	E	1	The proposed expansion of Oakland Airport, to include construction of an additional passenger terminal as well as cargo facilities, will have a significant impact on neighboring Bay Farm Island. Conduct of an EIR to identify all impacts and potential mitigation measures using established and well documented scientific methods (and data) will be essential to assuring the airport's neighbors safety issues are appropriately addressed. Following are suggestion for conduct of the EIR:	The Draft EIR will discuss the potential environmental impacts associated with the Proposed Project as well as mitigation measures that could be implemented to reduce environmental impacts that would occur as a result of Proposed Project implementation.
		2	(1) Identification of sound impacts throughout Bay Farm Island should be based not only on peak decibels and decibels over an established threshold (eg. Normal conversation level) but also **duration and frequency** at these levels. Sound sensors already exist on Bay Farm Island. Historical data from these sensors can be analyzed and compared to the expected increases in decibels and above threshold levels as well as duration and frequency.	The Noise section of the Draft EIR will identify the changes in the noise environment and will provide CNEL noise contours out to 60 dB for the Proposed Project.
		3	(2) Mitigation measures against increased noise levels should include moving departing (northward) flight paths more bayward of the Bay Farm Shoreline as currently exists. This is the current "Hush" flight path used at night-time, and **was safely used for many years** prior to institution of the NextGen flight Software. Other sound mitigation measures should be considered, including sound insulated windows for those home suffering from the increased aircraft noise.	The comment regarding mitigation recommendations is noted.
		4	(3) Jet flights departing from the North Field should continue to be **restricted to emergency use**, only, as the Port/FAA has currently agreed to with CLASS. Jet flights from the North Field poses a deadly threat to residences in this flight path.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Proposed Project does not propose changes to the North Field.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-38 *cont*.	E	5	(4) Bay Farm was developed prior to the introduction of cargo flights **conducted using heavy and noisy cargo jets**. Expansion of the cargo facilities will only serve to exasperate the noise and vibration levels from these cargo jets. Mitigation measures should include the aforementioned moving of the northward departing flight path bayward, and potentially restricting flights of cargo jets to those meeting a maximum sound level and/or restricting night flights of these large, loud planes.	The comments regarding mitigation measures are noted and will be considered if significant impacts are identified.
		6	Also, **vibration mitigation measures** for impacted residences in the vicinity of the flight path should be considered.	The comment regarding vibration mitigation measures is noted.
		7	(5) I look forward to reviewing reviewing studies of what increases in air pollution we can expect due to the proposed expansion, particularly **impacts to younger residents** and those who have **compromised respiratory systems** on Bay Farm.	The Air Quality section of the Draft EIR will discuss any changes in air pollutant emissions associated with the Proposed Project.
		8	(6) Regarding increased traffic due to the expansion, what measures will be undertaken to ensure that airport through traffic **does not traverse through Bay Farm residential streets**? We have already seen greatly increased traffic from the Harbor Bay Business Park speeding through our residential streets.	The Transportation and Traffic section of the Draft EIR will assess how the Proposed Project will affect key roadways for the local transportation system Deficiencies on these key roadways will be noted and improvement measures recommended.
		9	(7) We enjoy a great deal of wildlife on Bay Farm Island. What will be the impacts of airport expansion and operations on this important resource?	The Biological Resources section of the Draft EIR will discuss in detail all of the potential biological resource environmental impacts associated with the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-39	E	1	We are writing today to express our concerns about the proposed expansion of Oakland Airport.	The comment regarding concern about the Proposed Project is noted.
		2	Communities such as ours in the Oakland Hills above Highway 13 already experienced high levels of noise disturbance after the FAA changed the flight paths to GPS-controlled routes in 2015. This new plan must be based on a robust EIR of the proposed increase.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		3	It should include the following 4 things: First, a rigorous monitoring of current noise levels associated with the airport to establish a clear existing baseline.	The Port of Oakland installed and has maintained a state-of-the-art noise and operations monitoring system (NOMS) since September 14, 1990, which automatically collects the majority of all operations at the Airport and measures and reports noise levels at fourteen (14) locations in the community surrounding the Airport.
		4	Second, the identification of the passenger levels that the new facilities are designed to handle.	A detailed description of the Proposed Project will be included in the Draft EIR, which will include current and forecasted passenger levels.
		5	Third, the comparison of that level to the passenger levels that existed before the pandemic drastically reduced the number of flights.	The Draft EIR will discuss the impacts associated with changes in aircraft operations and enplanements that would occur as a result of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-39 *cont.*	E	6	Fourth, the identification of the anticipated number and timing of future flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.
		7	Then mitigation measures must be developed for all potentially significant impacts (including noise & air pollution) from ALL OAK airport flight paths.	The Draft EIR will identify impacts of the Proposed Project. Mitigation measures, including conservation measures, will be identified for significant impacts.
		8	Finally, the Airport must work with the FAA to implement mitigations, including shifting the flight paths away from populated areas. The pre-pandemic noise levels were already unacceptable to residents in our community. Any increase in flights using current paths would make things far worse.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes. The Oakland Airport-Community Noise Management Forum provides an opportunity for community engagement and coordination with the FAA.
P-40	W	1	The CEQA analysis must use the CARB well-to-wheels GREET model for the fuel and lubrication oils (although in this case it is well-to-jet engine).	The Air Quality and Greenhouse Gas sections of the Draft EIR will evaluate emissions from jet fuel combustion from aircraft. A lifecycle assessment of jet fuel will be included only if appropriate to the analysis.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-40 *cont.*	W	2	It should also include the emissions from the manufacture and end-of-life disposal of the additional airplanes required to serve these additional gates.	The comment on lifecycle emissions from aircraft manufacturing and disposal is noted. The Proposed Project does not include aircraft manufacturing or disposal of aircraft.
P-41	W	1	Communities have experienced significantly high levels of noise disturbances after the FAA changed the flight paths to GPS-controlled routes in 2015.Residents in the East Bay Hills suffer greatly from WNDSR, the OAK arrival path that follows the spine of the East Bay Hills. I distinctly remember the uptick in 2015. We initially were living in a quiet area in Montclair and once the change occurred we heard a plane go overhead sometimes every 5minutes. It would be a rare, but cherished time when I could go for a walk for an hour and only hear 1-2 planes. I don't want it to get worse than it already is!	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
P-42	W	1	I have lived in Alameda for 40 years, always at the West end and 12 years near the former Navy Base off of Ballena Blvd. As a former flight attendant out of Oakland, I have noticed the airplane noise has increased at least over the last decade. For at least 5 years the airplanes seemed to have moved closer to our houses and are therefore noisier. When the base was active, the planes made their ascent farther out in the Bay and I have visually noticed they have moved closer to the island during takeoff and ascent. I have to wear earplugs to sleep, however, the large Fed Ex or UPS planes can wake me up with a jolt between 2, 2:30 and 3 AM, they are so loud. Sometimes I think I am feeling an earthquake. If the airport is expanding to have more flights, I worry about more noise than now over by Ballena Bay. When I watch the planes, they seem to make their climb right near our homes. The Bay is huge, why can't the planes move out a little more away from Alameda's shoreline - which I believe they used to do when the planes didn't seem so loud.	The comments regarding an increase in airplane noise and the flight paths are noted. The Noise section of the Draft EIR will describe noise impacts of the Proposed Project. The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-42 *cont.*	W	2	A new terminal would be nice, but more noise as the planes ascend will not be appreciated. Alameda prides itself on being a peaceful island, not a noisy island. See if you can do something about the current noise and the impending airplane noise.	The Noise section of the Draft EIR will discuss in the noise impacts associated with the Proposed Project. However, arrival and departure patterns at the Airport would not change as a result of this Proposed Project.
P-43	W	1	We live in Bay Farm in Alameda. If there is a planned expansion, please make sure airplanes take off going out to the bay or over Oakland direction with no additional takeoff/landings along Bay Farm coast to minimize any additional pollution/noise.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
P-44	E & W	1	Please consider the following when scoping out if an expanded airport is a good idea: 1. There has been a high level of noise disturbance after the FAA changed the flight paths in 2014. The carbon footprint may be less, but the pollution is awful.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		2	2. A thorough analysis of what the flight increase means and how it will affect the communities in the vicinity of the airport, including, traffic.	The Draft EIR will identify all impacts associated with implementation of the Proposed Project.
		3	3. What is the timing and anticipated number of flights now and in the future?	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-44 *cont.*	E & W	4	4. What mitigation measures will be made to address any potentially significant impacts.	The Draft EIR will identify impacts of the Proposed Project. Mitigation measures, including conservation measures, will be identified for significant impacts.
		5	5. The airport must work with the FAA to implement mitigation, including shifting the flight paths away from populated areas.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		6	6. There must be rigorous monitoring of current noise levels associated with the airport. Currently air brakes are used a lot.	The Port of Oakland installed and has maintained a state-of-the-art noise and operations monitoring system (NOMS) since September 14, 1990, which automatically collects the majority of all operations at the Airport and measures and reports noise levels at fourteen (14) locations in the community surrounding the Airport.
P-45	E	1	I believe it is imperative that Oakland Airport remain a viable part of the Bay Area's aviation infrastructure. An out-dated airport with significantly hamper the region's economic well-being and social capacity.	The comment regarding the importance of the Airport is noted.
		2	I urge airport leaders and planners to address three issues: (1) our transportation needs for the next 30 years	The Transportation and Traffic section of the Draft EIR will discuss existing traffic volumes compared to possible changes in traffic volumes as a result of the Proposed Project, as well as cumulative projects.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-45 *cont*.	E	3	(2) airport architectural designs that are both functional and attractive	The comment regarding architectural designs is noted.
		4	(3) the growing threat of climate change	The comment regarding climate change is noted.
		5	With respect Issue 1, I would strongly support a special airport user fee or a local property tax to fund airport development needs for the next 30 years.	The comment regarding the financing of the replacement terminal is noted.
		6	With respect to Issue 2, I urge airport leaders to engage renowned architectural firms like Santiago Calatrava or Zaha Hadid to develop striking designs that complement the mid-century modern design of Terminal 1 and the post- modern design of Terminal 2.	The comment regarding architectural designs is noted.
		7	And with respect to Issue 3, I feel it's vital that future airport plans include dikes or berms, to account for rising sea levels that would threaten the airport runways and terminals.	The comment regarding building and maintaining pumps and dikes is noted. The Port prepared an analysis of sea level rise, which was submitted in July 2019, in compliance with Assembly Bill 691.
		8	In closing, I urge everyone to be aggressive in our planning perspective! Oakland needs not remain in the shadow of other cities in the Bay Area and the US. Our airport should reflect our optimism and confidence in the future!	The comment regarding the importance of the Airport is noted.
P-46	W	1	My wife and I moved into a peaceful, quiet home and community in 2008. NextGen changed that! The OAK WNDSR flight path inundates our home with noise 24 hours a day and my wife suffers from it terribly. Imagine having a migraine and trying to deal with that while a thundering plane flies less than 4,000 ft over your home. She has to do that.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-46 *cont.*	W	2	Expanding OAK airport will just make it worse. More passengers means more planes! This expansion will only bring more suffering to people who are already suffering too much. Before OAK can expand, the Port of Oakland must get a commitment from the FAA to move WNDSR to a flight path suggested in the Noise Forum's proposals to the FAA.	See the response to Comment P-46, #1.
		3	I have the followings specific comments on the NOP. • Communities have experienced significantly high levels of noise disturbances after the FAA changed the flight paths to GPS-controlled routes in 2015. Residents in the East Bay Hills suffer greatly from WNDSR, the OAK arrival path that follows the spine of the East Bay Hills.	See the response to Comment P-46, #1.
		4	• I request a robust analysis of the project's increase in all flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.
		5	• The EIR should identify the passenger level that the new facilities are designed to handle and compare that level to the passenger levels that existed during Covid.	For a discussion on the use of 2019 as the baseline year, see the response to Comment O-4, #1.
		6	• The EIR must identify the anticipated number and timing of existing and future flights.	The Draft EIR will identify changes in aircraft operations that would occur as a result of the Proposed Project.
		7	• Mitigation measures must be developed for all potentially significant impacts, including noise & air pollution, from all OAK dispersed flights and NextGen related flight paths.	The Draft EIR will identify impacts of the Proposed Project. Mitigation measures, including conservation measures, will be identified for significant impacts.

ID	Method Received	Comment Number	Comment Summary	Response to Comment
P-46 *cont.*	W	8	• The Port of Oakland Board must work with the FAA to implement mitigations, including shifting flight paths (like WNDSR) away from populated areas.	See the response to Comment P-46, #1.
		9	• The EIR must include rigorous monitoring of current noise levels associated with the airport to establish an existing baseline.	The Port of Oakland installed and has maintained a state-of-the-art noise and operations monitoring system (NOMS) since September 14, 1990, which automatically collects the majority of all operations at the Airport and measures and reports noise levels at fourteen (14) locations in the community surrounding the Airport.
P-47	W	1	I am not certain about the correct terminology, so please try to understand what I mean. The width of the flight path has, in the recent past, been substantially reduced such that the air traffic over our area has been drastically increased.	The comment regarding flight paths is noted. However, arrival and departure patterns at the Airport will not change as a result of this Proposed Project. The Port does not have authority over aircraft in flight or flight path changes.
		2	The new terminal- plus the updates to terminals 1 and 2- are cause for concern about a further increase to the noise pollution if the planes are all instructed to fly in narrowed flight lane	The Noise section of the Draft EIR will describe noise impacts of the Proposed Project.

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ATTACHMENTS

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ATTACHMENT 1.
NEWSPAPER ADVERTISEMENTS

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ATTACHMENT 1: NEWSPAPER ADVERTISEMENTS

This attachment contains copies of the newspaper advertisements sent out to various local newspapers. The table below details the specifics of which papers published an advertisement, followed by the date and geographical coverage.

NEWSPAPER	DATE OF ADVERTISEMENT	APPROXIMATE COVERAGE
East Bay Times (published daily)	Friday, May 7, 2021	Contra Costa and Alameda Counties
World Journal (Chinese) (published daily)	Friday, May 7, 2021	San Francisco Bay Area
Sing Tao Daily (Chinese) (published daily)	Friday, May 7, 2021	San Francisco Bay Area
Vision Hispana (Spanish) (published every other Friday)	Friday, May 7, 2021	Oakland, Hayward, San Francisco, San Leandro, Fremont, Alameda, San Lorenzo, Newark, Union City
East Bay Express (published on Wednesdays)	Wednesday, May 12, 2021	Oakland, Berkeley, Alameda
Post News Group:[/a/] *Oakland Post, Richmond Post, Berkeley Post, San Francisco Post, South County Post, Vallejo Post, Stockton Post, Marin County Post* (published on Wednesdays)	Wednesday, May 12, 2021	Oakland, Richmond, Berkeley, San Francisco, South County (Hayward, Fremont), Vallejo, Stockton, Marin
Alameda Sun (published on Thursdays)	Thursday, May 13, 2021	Alameda
Daily Californian (published on Thursdays)	Thursday, May 13, 2021	Berkeley, UC Berkeley
San Leandro Times (published on Thursdays)	Thursday, May 13, 2021	San Leandro, San Lorenzo, Alameda, Castro Valley, Oakland, Hayward

/a/ Advertisement published in one Post News Group publication automatically publishes in all Post publications: Oakland Post, Richmond Post, Berkeley Post, San Francisco Post, South County Post, Vallejo Post, Stockton Post, Marin County Post.

Oakland International Airport Eyes Expansion As Travel Begins Returns To Pre-Pandemic Levels

By John Ramos May 17, 2021 at 6:08 pm **Filed Under:** Air Travel, Coronavirus, covid pandemic, John Ramos, Oakland International Airport, Port of Oakland

Advertisement. Your video will resume in 11 seconds.



OAKLAND (KPIX 5) — As the air travel industry continues to recover from the pandemic shutdown, officials at Oakland International Airport are eyeing plans for a huge expansion.

It doesn't exactly look like Thanksgiving weekend, but the crowds of passengers are growing, both in the air terminal and on the planes themselves.

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San Francisco Homeless Camp to Be Removed Monday, Advocates Say Residents Have Right to Stay


American Airlines Flight 2049 From San Jose To Phoenix Returns To SJC After In-Flight Mechanical Issue


Hayward Couple Resists Demand to Clean Up Trash at Homeless Man's Camp Near Their Property


Demonstrators Call on San Francisco to Keep Great Highway Closed to Cars


DA Chesa Boudin Outraged; 2 Killed in Separate Shootings Saturday in San Francisco Potrero Hill Neighborhood


Oakland Resumes 'Bulky Block Party' Trash Disposal Events To Stem Illegal Dumping


Woman Killed In Cupertino Late Night Suspected DUI Crash


A Surprise Hit, Filipino-Theme Home Movie Filmed in Daly City Spawns Sequel

COVID: Health Experts Believe 'Herd Immunity' Exists In Pockets Of San



READ MORE: Driver Injured in Freeway Shooting on I-880 in San Jose

"Shoulders against shoulders, elbows against elbows, and I think I lot of people are just really excited to get back out there and make up for lost time," said passenger Katie Grimm.

"I think there's a lot of pent-up demand," said passenger Ron Susa, "and I think it's going to get even worse, in terms of crowds in the not too distant future."

But it is the distant future that airport officials are focusing on. Currently, the facility is operating at about 60% of pre-COVID activity. But the Port of Oakland, which operates the airport, projects that it will have to serve an extra 10 million people per year by 2034 after recovering from the pandemic.

"We're pretty confident that Bay Area air travel demand is going to grow with the future," said port spokeswoman Marilyn Sandifur. "So we really need to modernize our terminals and be prepared for that."

READ MORE: Santa Clara Wins NCAA Women's Soccer Championship, Topping FSU In Penalty Kick Shootout

The airport is envisioning a huge new renovation project. The two existing terminals will be merged into one and remodeled. Another brand new terminal will be constructed adjacent to the current facility in an area that is now used for economy parking and cargo shipping. The idea is to expand capacity while offering a better experience, both for customers and the air carriers themselves.

"We have airline operators who need to plan for the future as well, and they expect there to be an increased demand in travel over the next several years," said Sandifur. "So, we have to accommodate their needs as well, as we improve our facilities."

The airport has already prepared a draft environmental impact report and will hold community meetings about the project on May 25 and 26. The current timeline has construction beginning sometime in 2025 and lasting until about 2028.

Air traveler Kio Johnson returned to Oakland on a flight from Houston Monday and thinks they may want to move those expansion plans to an earlier date if possible.


Francisco Bay Area


Three Drown In Popular Tuolumne County Gods Bath Swimming Hole

"People will be coming back to normal before businesses and the airlines get up and going, if they don't kick start this a little bit faster," said Johnson. "Because, people are going to come out, no question about it."

MORE NEWS: Body Of Missing Oakland Boater Found In Delta



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THINGS TO DO › TRAVEL • News

Oakland airport eyes huge expansion, new terminal, new gates

East Bay aviation hub seeks to meet new demand with expansion



Aric Crabb/Bay Area News Group

Travelers in baggage claim area at Oakland International Airport Terminal 2, December 2020. Oakland International Airport is eyeing a major expansion of the East Bay aviation hub and is seeking public input regarding the wide-ranging project.

By **GEORGE AVALOS** | gavalos@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: May 17, 2021 at 8:30 a.m. | UPDATED: May 17, 2021 at 4:28 p.m.

PUBLISHED: May 17, 2021 at 6:30 a.m. | UPDATED: May 17, 2021 at 11:25 p.m.

OAKLAND — Oakland International Airport is eyeing a major expansion at the East Bay aviation hub and is seeking public input regarding the wide-ranging project.

The project would create a brand new terminal and modernize the existing terminals, which would bring about a dramatic increase in the number of gates at the airport, public documents being circulated by Oakland International Airport officials show.

“The proposed project addresses facility safety, efficiency, and modernization needs, by developing the terminal area including the construction of a new terminal,” according to a May 7 document prepared by the Port of Oakland, which operates the airport.

Airport officials are pursuing the expansion and upgrade to accommodate what they anticipate is a widening demand for air travel in the Bay Area.

The airport has circulated a draft environmental impact report and scheduled community meetings on May 25 and May 26.

“Oakland International Airport has begun the public process for examining the possibility of adding a new terminal at Oakland International Airport to build capacity for future demand,” said Robert Bernardo, a spokesperson for the airport.

The cost of the expansion and upgrades — which would include considerable road work in the area of the terminals — wasn’t immediately known.

In 2018, Oakland airport handled 13.59 million passengers, an all-time record amid an economic boom at that time. In 2019, the numbers were still robust at 13.38 million passengers. But the 2019 passenger numbers were 1.5% below the East Bay travel hub’s 2018 record.

While the coronavirus raged on during 2020 and crippled air travel worldwide, Oakland airport handled just 4.62 million passengers, a nose-dive of 65.5% compared to the prior year.

Aviation officials are predicting a steady increase in passengers in the coming years, using those projections to as the launching pad for the need to expand Oakland airport. By 2023, Oakland airport should top 15 million passengers, 20 million passengers by 2028, and 25 million passengers by sometime around 2035, according to documents prepared for ongoing public engagement meetings.



Oakland International Airport officials are circulating a proposal to dramatically expand the aviation hub. A new terminal (the area inside yellow oval) would be built next to the existing Terminal 1 and Terminal 2, site plan. // Oakland International Airport

Officials believe several factors could cause passenger activity to take off in the coming years.

“Major drivers of growth include continued economic growth in the Bay Area, Oakland airport’s increased share of Bay Area traffic to return to levels that occurred during the previous peak in 2007, and Southwest Airlines’ continued commitment to Oakland,” the airport documents stated.

SELECT LANGUAGE

PORT OF OAKLAND



OAK begins environmental review for Terminal Modernization and Development Project

Plans address aging infrastructure and maximizing safety, efficiency, and security for workers and travelers

Press Releases, Airport, Community

May 25th, 2021

Oakland, Calif. – May 25, 2021: Oakland International Airport has begun the environmental review process for a proposed Terminal Modernization and Development Project. As the first step in the environmental review process required by the California Environmental Quality Act (CEQA), the Port of Oakland issued the Notice of Preparation of a Draft Environmental Impact Report (EIR) on May 7, 2021. The Port owns and operates Oakland International Airport.

Interested parties have until 3:00 pm PDT on June 7, 2021 to submit comments on what needs to be included in the EIR, which is expected to be released for public review next year. For information on how to submit comments on the scope of the EIR, including information on how to participate in the virtual public meetings on May 25 and 26, 2021, please visit: www.oaklandairport.com/terminaldevelopment.

“OAK’s terminal facilities have experienced congestion during busy periods in the past few years and there is the need to replace aging and outdated facilities,” said Bryant L. Francis, Port of Oakland Aviation Director. “The Terminal Modernization and Development Project will address these needs by modernizing and renovating

SELECT LANGUAGE

This is the first of several opportunities for other government agencies, community organizations and the general public to provide input in the EIR process. When the EIR is complete, the Port's Board of Commissioners will consider the EIR and determine if the EIR was prepared in accordance with CEQA. The Board will decide if they have the needed information to make a decision regarding project approval.

About Oakland International Airport

Oakland International is the main airport for the greater East Bay, the most populated area in the metropolitan San Francisco Bay area. It is the closest airport to most Bay Area employers. By roadway and BART air-rail, OAK enables excellent access to all of the region's business, entertainment and tourism venues. The vision of Oakland International Airport is to be the airport of choice for San Francisco Bay Area residents and visitors alike. OAK is operated by the Port of Oakland, which also oversees the Oakland seaport and 20 miles of East Bay waterfront. Together with its business partners, the Port supports more than 84,000 jobs in the region with more than a $130 billion economic impact. Updates about travel during the COVID19 pandemic, current departure and arrival information, airport maps, and details about on-airport parking, shopping and dining and more, can be found at www.oaklandairport.com. Follow us on Facebook, Twitter, and Instagram.

Media contact

Roberto Bernardo, Spokesperson

Oakland International Airport

rbernardo@portoakland.com

OAK 24-hour media only hotline: 510-563-6500

###

THINGS TO DO > TRAVEL • News

Oakland airport eyes huge expansion, new terminal, new gates

East Bay aviation hub seeks to meet new demand with expansion



Travelers in baggage claim area at Oakland International Airport Terminal 2, December 2020.

By GEORGE AVALOS | gavalos@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: May 17, 2021 at 8:30 a.m. | UPDATED: May 17, 2021 at 2:44 p.m.

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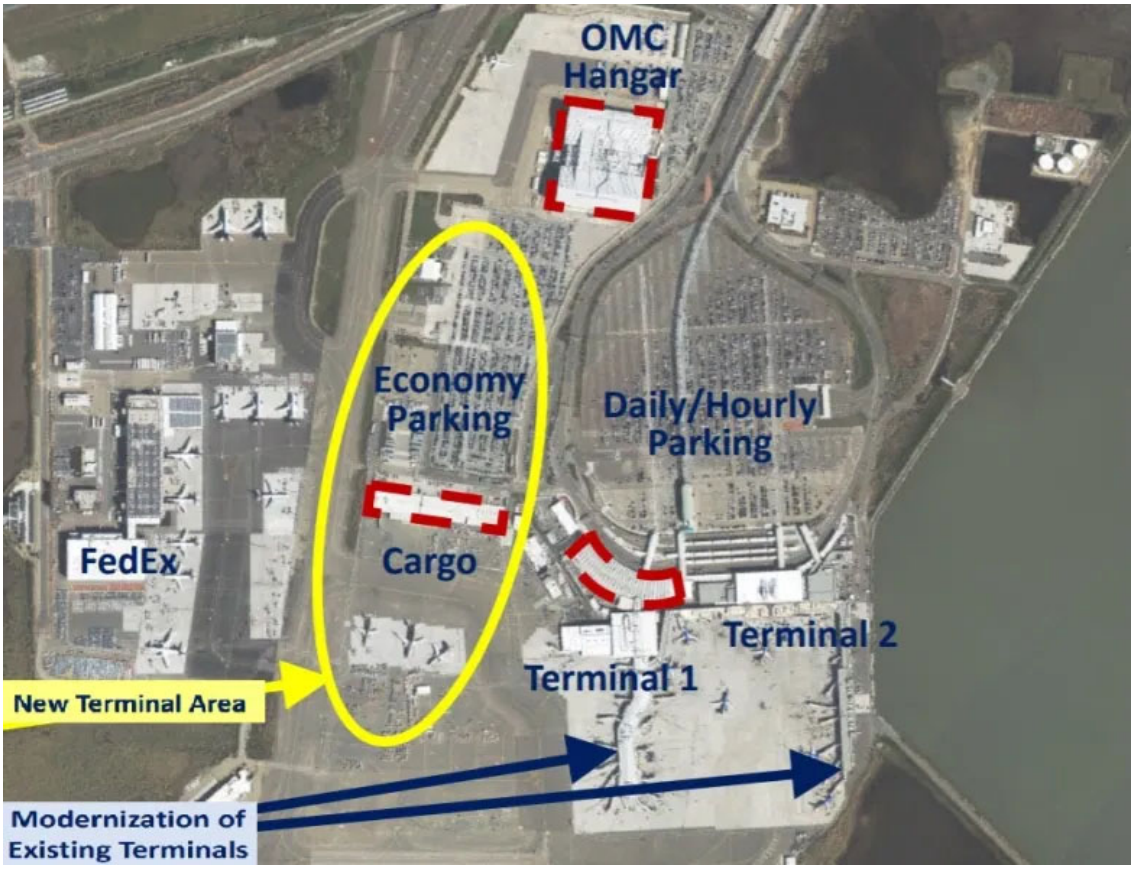
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The cost of the expansion and upgrades — which would include considerable road work in the area of the terminals — wasn't immediately known.

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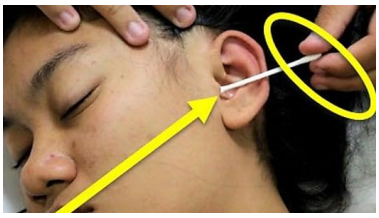
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George Avalos | Business reporter
George Avalos is a business reporter for the Bay Area News Group.

gavalos@bayareanewsgroup.com

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ATTACHMENT 2.
PRESS RELEASE

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ATTACHMENT 2: PRESS RELEASE

This attachment contains the press release published on May 25th, 2021, by the Port of Oakland announcing the beginning of environmental review for the Terminal Modernization and Development Project at Oakland International Airport.

PORT OF OAKLAND



OAK begins environmental review for Terminal Modernization and Development Project

Plans address aging infrastructure and maximizing safety, efficiency, and security for workers and travelers

Press Releases, Airport, Community

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“OAK’s terminal facilities have experienced congestion during busy periods in the past few years and there is the need to replace aging and outdated facilities,” said Bryant L. Francis, Port of Oakland Aviation Director. “The Terminal Modernization and Development Project will address these needs by modernizing and renovating

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About Oakland International Airport

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Media contact

Roberto Bernardo, Spokesperson

Oakland International Airport

rbernardo@portoakland.com

OAK 24-hour media only hotline: 510-563-6500

###

SELECT LANGUAGE

TOP PAGES

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Trucker Resources

Jobs

Community

Ferry Service

CONTACTS

Airport

Commercial Real Estate

Seaport

Community Relations

Media

Economic Impact

Port Utilities

SELECT LANGUAGE

HOURS

M-F 9am - 5pm
S-S Closed

530 Water Street
Oakland, CA 94607



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ATTACHMENT 3. EBLASTS

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ATTACHMENT 3: EBLASTS

This attachment contains three E-Blasts which were sent out to relevant parties: an announcement of the Notice of Preparation (NOP), a reminder for the public scoping meeting, and a reminder for the close of the public scoping comment period.

Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meetings for the Oakland International Airport Terminal Development Project

In accordance with the California Environmental Quality Act (CEQA), the Port of Oakland (Port) is preparing an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the Oakland International Airport Terminal Development Project. The Port is proposing to construct a new terminal and modernize Terminals 1 and 2 to address facility safety, efficiency, and modernization needs. The Proposed Project will require federal approval and thus will also require review under the National Environmental Policy Act (NEPA).

The Port issued a Notice of Preparation (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. All comments must be received by June 7, 2021 at 3:00 p.m. Pacific Daylight Time (PDT).

Virtual Public Scoping Meetings

Tuesday, May 25, 2021, 3:00 - 4:00 p.m. PDT
Tuesday, May 25, 2021, 6:00 - 7:00 p.m. PDT
Wednesday, May 26, 2021, 3:00 - 4:00 p.m. PDT
Wednesday, May 26, 2021, 6:00 - 7:00 p.m. PDT

The Port is holding four virtual public scoping meetings to receive comments and to share information on the Proposed Project and the environmental review process. Each meeting will begin with a presentation followed by an opportunity to provide comments on the scope and content of the information to be included in the Draft EIR.

Information on accessing the virtual public scoping meetings is available at www.oaklandairport.com/terminaldevelopment.

For individuals requiring additional accommodations, please contact Colleen Liang, Port Environmental Supervisor, at (510) 627-1198 or cliang@portoakland.com by 5:00 p.m. PDT on May 18, 2021.

Submitting Comments

Comments may be submitted by June 7, 2021 at 3:00 p.m. PDT as follows:

Online: Submit comments via an online form at:
www.oaklandairport.com/terminaldevelopment

By email: Email comments to cliang@portoakland.com

By mail: Mail comments to:
Port of Oakland
Environmental Programs and Planning Division
Colleen Liang
530 Water Street
Oakland, CA 94607

Scoping meeting: Provide comments orally or in writing during any of the four virtual public scoping meetings

---

For more information on the Proposed Project and to view the NOP, please visit www.oaklandairport.com/terminaldevelopment.

Para información en español llame al (510) 627-1198
□□□□□□ (510) 627-1198



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www.oaklandairport.com

REMINDER -- Public Scoping Meetings for the Oakland International Airport Terminal Modernization and Development Project

Virtual Public Scoping Meetings

Tuesday, May 25, 2021, 3:00 - 4:00 p.m. PDT
Tuesday, May 25, 2021, 6:00 - 7:00 p.m. PDT
Wednesday, May 26, 2021, 3:00 - 4:00 p.m. PDT
Wednesday, May 26, 2021, 6:00 - 7:00 p.m. PDT

The Port of Oakland is holding four virtual public scoping meetings to receive comments and to share information on the Oakland International Airport Terminal Modernization and Development Project as well as the environmental review process. Each meeting will begin with a presentation followed by an opportunity to provide comments on the scope and content of the information to be included in the Draft Environmental Impact Report (EIR).

Information on accessing the virtual public scoping meetings is available at www.oaklandairport.com/terminaldevelopment.

In accordance with the California Environmental Quality Act (CEQA), the Port of Oakland is preparing an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the Oakland International Airport Terminal Modernization and Development Project. The Port is proposing to modernize existing Terminals 1 and 2 and construct a new terminal to address facility safety, efficiency, and modernization needs. The Proposed Project will require federal approval and thus will also require review under the National Environmental Policy Act (NEPA).

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Port of Oakland

Environmental Programs and Planning Division
Colleen Liang
530 Water Street
Oakland, CA 94607

By email: Email comments to cliang@portoakland.com

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For more information on the Proposed Project and to view the NOP, please visit www.oaklandairport.com/terminaldevelopment.

Para información en español llame al (510) 627-1198
□□□□□□ (510) 627-1198



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www.oaklandairport.com

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ATTACHMENT 4.
SOCIAL MEDIA POSTS

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ATTACHMENT 4: SOCIAL MEDIA POSTS

This attachment contains multiple social media postings pertaining to the Terminal Modernization and Development Project. These posts were published on various platforms including Facebook, Instagram, and Twitter.



"The coolest new kid in the country, Oakland." - The Huffington Post. And OAK is the airport closest to more of what Oakland and all of the San Franci... See More

Oakland International is the main airport for the greater East Bay, the most populated area in the metropolitan San Francisco Bay area. It is the clos... See More

56,969 people like this

56,787 people follow this

1,934,633 people checked in here

http://www.oaklandairport.com/

(510) 563-3300

Send Message

Price Range · $

info@oaklandairport.com

Oakland International Airport
May 10 ·

You are invited! Virtual scoping meetings will be held to receive comments and to share information on the OAK Terminal Development Project and environmental review process.

Join one of the four virtual scoping meetings: Tuesday, May 25, 2021 and Wednesday, May 26, 2021, 3 p.m. to 4 p.m. PDT and 6 p.m. to 7 p.m. PDT on both days.

Information on how to participate in the virtual public scoping meetings is available at www.oaklandairport.com/terminaldevelopment.



10 3 Shares

Like Comment Share

Instagram

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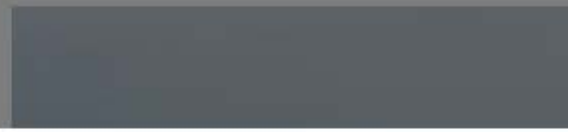
#iflyoak

www.oaklandairport.com/home-with-oak

POSTS TAGGED









iflyoak

iflyoak You are invited! Virtual scoping meetings will be held to receive comments and to share information on the OAK Terminal Development Project and environmental review process.

Join one of the four virtual scoping meetings: Tuesday, May 25, 2021 and Wednesday, May 26, 2021, 3 p.m. to 4 p.m. PDT and 6 p.m. to 7 p.m. PDT on

50 likes

MAY 10

Add a comment... Post

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Oakland Intl Airport

3,487 Tweets

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Oakland Intl Airport @IFlyOAKland · May 10

You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... to learn more.



7 4

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Oakland Intl Airport @IFlyOAKland · May 10

You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... to learn more.



7 4

second busiest San Francisco Bay A... See More

7,346 people like this

7,937 people follow this

34,947 people checked in here

http://www.portofoakland.com/

(510) 627-1100

Port

Photos

See All



Port of Oakland
May 11 at 11:40 AM ·



Oakland International Airport
May 10 ·

You are invited! Virtual scoping meetings will be held to receive comments and to share information on the OAK Terminal Development Project and environmental re... **See More**

1

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Port of Oakland

3,785 Tweets

Follow

Port of Oakland @PortofOakland · May 14

You're invited!

@IFlyOAKland #airports #oaklandinternationalairport #oaklandairport

> **Oakland Intl Airport** @IFlyOAKland · May 10
>
> You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... to learn more.



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Port of Oakland @PortofOakland · May 18

Oakland International Airport looks to the future! You're invited to attend virtual scoping meetings on the OAK Terminal Development Project; go to the link for more information portofoakland.com/stakeholder-en... @IFlyOakland #oaklandairport

> **Oakland Intl Airport** @IFlyOAKland · May 10
>
> You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... to learn more.



2 4



The Port of Oakland oversees the Oakland seaport, Oakland International Airport and 20 miles of waterfront.

The Oakland seaport is among the top ten container ports in the United States; Oakland International Airport is the second busiest San Francisco Bay A... See More

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Port of Oakland
May 20 at 4:27 PM ·

You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit https://oaklandairport.com/terminaldevelopment/ #oaklandairport #IFlyOAKland #airportdevelopment



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Port of Oakland @PortofOakland · May 20

You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... #oaklandairport @IFlyOAKland #airportdevelopment



1 3 4



More ships and more cargo means more...

25

239 Views · 2 days ago

Port of Oakland

May 24 at 11:00 AM ·

Join a virtual meeting tomorrow and find out more about Oakland International Airport's plans for the future. There are two meetings Tuesday, one at 3 :00 PM and another at 6:00 PM. If you can't make Tuesday, there will be two more online meetings at the same times on Wednesday.

#airports #oakland @IFlyOAKland

3

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portoakland

portoakland You are invited! Join a virtual scoping meeting to learn more about the Oakland International Airport (OAK) Terminal Development Project and environmental review process.
Visit https://oaklandairport.com/terminaldevelopment/

#oaklandairport

10 likes

MAY 24

Add a comment...

Post

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Port of Oakland

3,785 Tweets

Follow

Port of Oakland @PortofOakland · May 24

Join a virtual meeting tomorrow and find out more about Oakland International Airport's plans for the future. #airports #oakland @IFlyOAKland

> **Port of Oakland** @PortofOakland · May 20
>
> You are invited! Join a virtual scoping meeting to learn more about the OAK Terminal Development Project and environmental review process. Visit oaklandairport.com/terminaldevelo... #oaklandairport @IFlyOAKland #airportdevelopment



3 4



The Port of Oakland oversees the Oakland seaport, Oakland International Airport and 20 miles of waterfront.

The Oakland seaport is among the top ten container ports in the United States; Oakland International Airport is the second busiest San Francisco Bay A... See More

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34,947 people checked in here

http://www.portofoakland.com/

(510) 627-1100

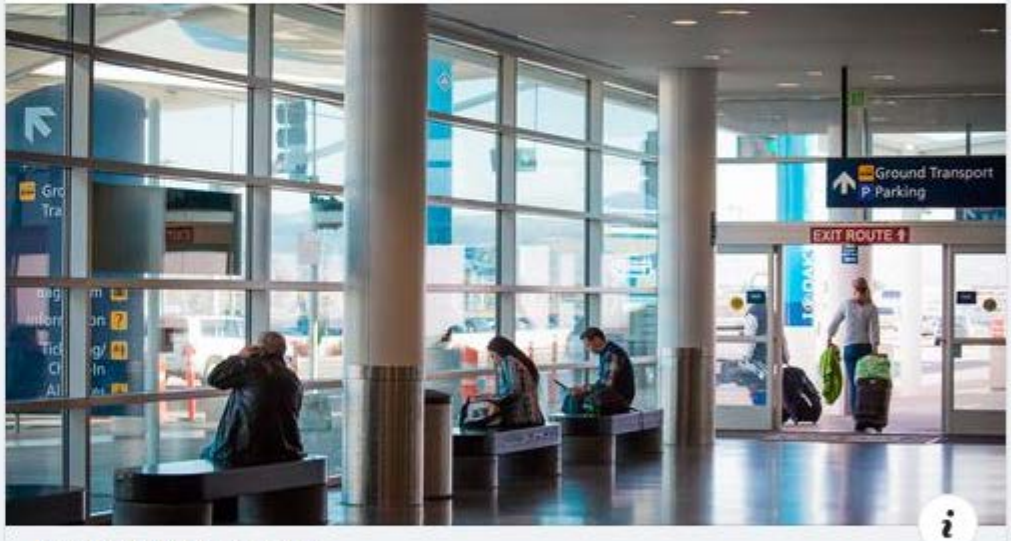
Port

Photos

See All

Port of Oakland
May 25 at 8:58 AM ·

Oakland International Airport (OAK) begins environmental review for Terminal Modernization and Development Project; plans address aging infrastructure and maximizing safety, efficiency, & security for workers and travelers https://portofoakland.com/.../oak-begins-environmental.../
#IFlyOAKland #airports #airportdevelopment #oaklandairport



PORTOFOAKLAND.COM

OAK begins environmental review for Terminal Modernization and Development Project | Port of Oakland

5

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Port of Oakland @PortofOakland · May 25

Oakland International Airport (OAK) begins environmental review for Terminal Modernization & Development Project; plans address aging infrastructure & maximizing safety, efficiency, & security for workers and travelers portofoakland.com/press-releases...
@IFlyOAKland



1 1 4



The Port of Oakland oversees the Oakland seaport, Oakland International Airport and 20 miles of waterfront.

The Oakland seaport is among the top ten container ports in the United States; Oakland International Airport is the second busiest San Francisco Bay A... See More

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7,937 people follow this

34,947 people checked in here

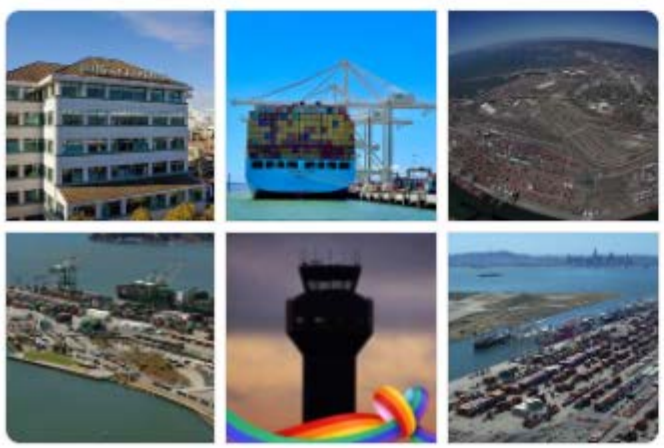
http://www.portofoakland.com/

(510) 627-1100

Port

Photos

See All



Port of Oakland
May 26 at 5:08 PM ·

The 4th Virtual Public Scoping Meeting on Oakland International Airport terminal modernization is this evening from 6:00 -7:00 P.M. PDT Via electronic link: https://portoakland.zoom.us/j/96676006767 Via phone: 1.669.900.9128, Webinar ID 966 7600 6767



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Port of Oakland @PortofOakland · May 26

The 4th Virtual Public Scoping Meeting on OAK terminal modernization is this evening from 6:00 -7:00 P.M. PDT Via electronic link: portoakland.zoom.us/j/96676006767
Via phone: 1.669.900.9128, Webinar ID 966 7600 6767

> **Port of Oakland** @PortofOakland · May 25
>
> Oakland International Airport (OAK) begins environmental review for Terminal Modernization & Development Project; plans address aging infrastructure & maximizing safety, efficiency, & security for workers and travelers portofoakland.com/press-releases...
> @IFlyOAKland



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ATTACHMENT 5. ONSITE AIRPORT ADVERTISEMENTS

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ATTACHMENT 5: ONSITE AIRPORT ADVERTISEMENTS

This attachment contains copies of the advertisements for the Oakland International Airport Terminal Modernization and Development Project that were posted at the Airport, along with photos of where they were posted inside the Airport.

OAKLAND INTERNATIONAL AIRPORT I ✈ OAK

PORT OF OAKLAND

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT TERMINAL DEVELOPMENT PROJECT

The Port of Oakland is issuing a Notice of Preparation (**NOP**) to invite comments on the scope and content of the Draft Environmental Impact Report (**EIR**) for the OAK Terminal Development Project. Four virtual public scoping meetings will be held for this project.

DATE	TIME
Tuesday, May 25, 2021	3:00 - 4:00 p.m. PDT
Tuesday, May 25, 2021	6:00 - 7:00 p.m. PDT
Wednesday, May 26, 2021	3:00 - 4:00 p.m. PDT
Wednesday, May 26, 2021	6:00 - 7:00 p.m. PDT

The NOP and links to the virtual public scoping meetings can be found at
www.oaklandairport.com/terminaldevelopment

OAKLAND INTERNATIONAL AIRPORT I OAK

PORT OF OAKLAND

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PORT OF OAKLAND

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www.oaklandairport.com/terminaldevelopment

Terminal 2
Bag Claim

Women

SPORTS SCENE
OAKLAND

22

2012

OAKLAND INTERNATIONAL AIRPORT I ✈ OAK

PORT OF OAKLAND

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT TERMINAL DEVELOPMENT PROJECT

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www.oaklandairport.com/terminaldevelopment


Welcome to OAK
FOOD & RETAIL
Terminal 2
Gates 26-30
Amdale
Bayfront News
See's Candy
Sunglass Icon
The News Exchange
You are here
32
31
30
29
28
27
26
Gates 1-17
Duty Free
OAK Tribune
Peet's Coffee
See's Candy
Tap N' Pour
Gates 20-25
East Bay Cafe
InMotion
OAK Tribune
Peet's Coffee
Pyramid Ale Taproom
Vino Volo
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WELCOM

OAK

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT TERMINAL DEVELOPMENT PROJECT

PORT OF OAKLAND

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International
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Alaska
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TSA LOST & FOUND

I ✈ OAK

PORT OF OAKLAND

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAKLAND INTERNATIONAL AIRPORT TERMINAL DEVELOPMENT PROJECT

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ATTACHMENT 6. VIRTUAL PUBLIC MEETING PRESENTATION

ATTACHMENT 6: VIRTUAL PUBLIC MEETING PRESENTATION

This attachment contains the PowerPoint presentation that was given during all four public scoping meetings, which took place on May 25 and 26, 2021.

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Public Scoping Meeting

for the

Environmental Impact Report for the
Oakland International Airport
Terminal Modernization and
Development Project

May 25 and 26, 2021

Meeting will begin shortly

Public Scoping Meeting
for the
Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development Project

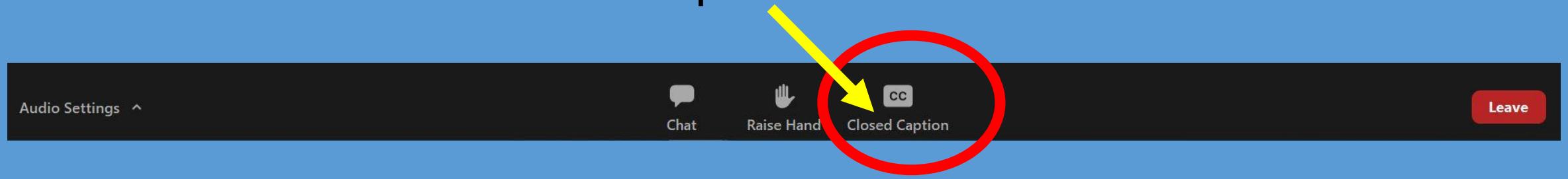
May 25 and 26, 2021

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Closed Captions during Webinar

- How to turn on closed captions



- Reminder: This webinar is being recorded

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Agenda

ITEM A: Introduction
(Colleen Liang, Port of Oakland)

ITEM B: Presentation/Overview of Terminal Modernization and Development Project (Bryant Francis, Port of Oakland)

ITEM C: California Environmental Quality Act (CEQA) Process
(Dave Full, RS&H California)

ITEM D: Providing Comments on Scope of Environmental Impact Report (EIR)

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

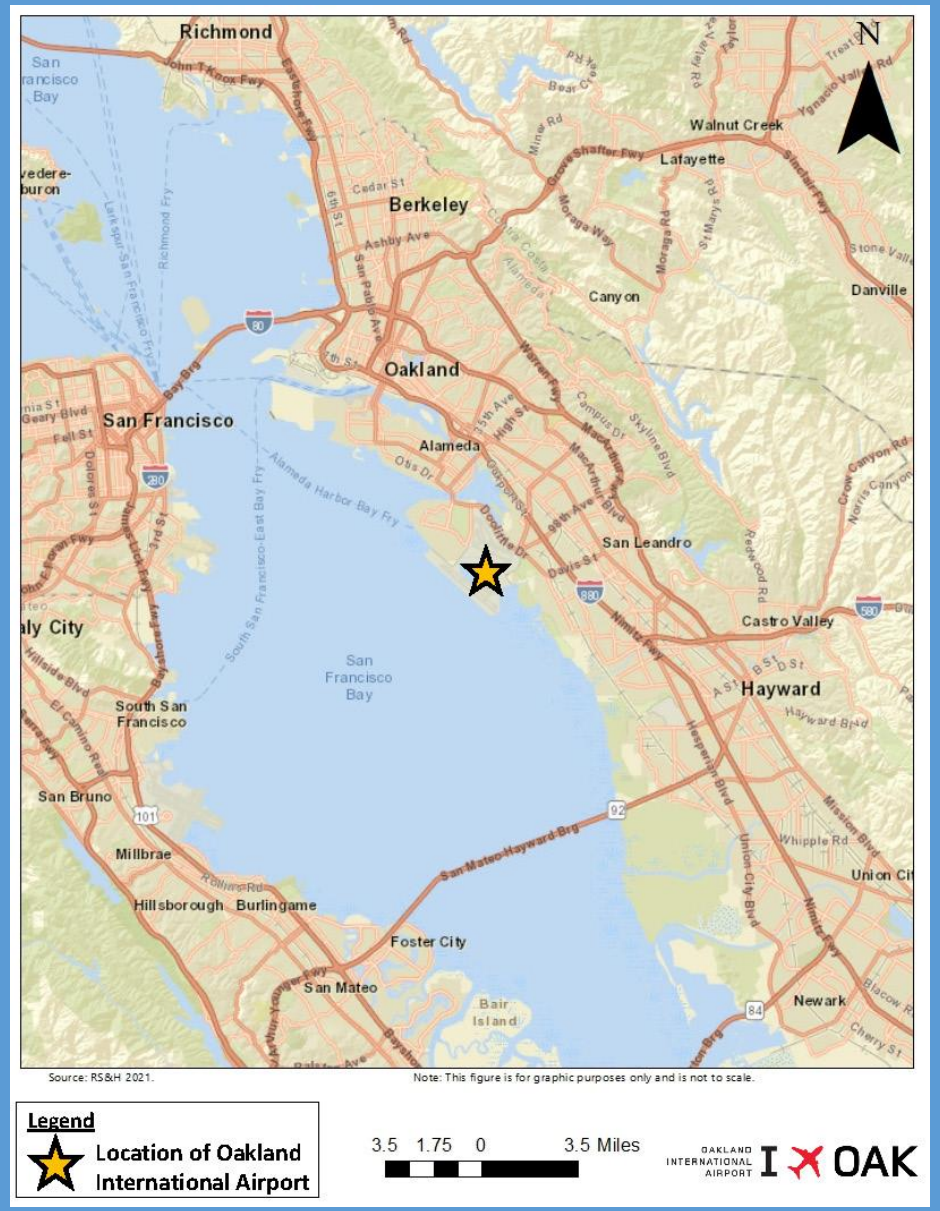
Project Website

www.OaklandAirport.com/TerminalDevelopment

OAKLAND INTERNATIONAL AIRPORT I ✈ OAK

Terminal Modernization and Development Project

Airport Location



OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Overview of the Airport



OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Need for the Proposed Project

- Terminal facilities have experienced congestion during busy periods and some have reached the end of their useful life.
- OAK has an obligation to fulfill its role in the regional aeronautical system.
- Now is the time to plan for the future to position OAK to better serve the residents of the East Bay and the traveling public.

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Proposed Project Objectives

1. Modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers.

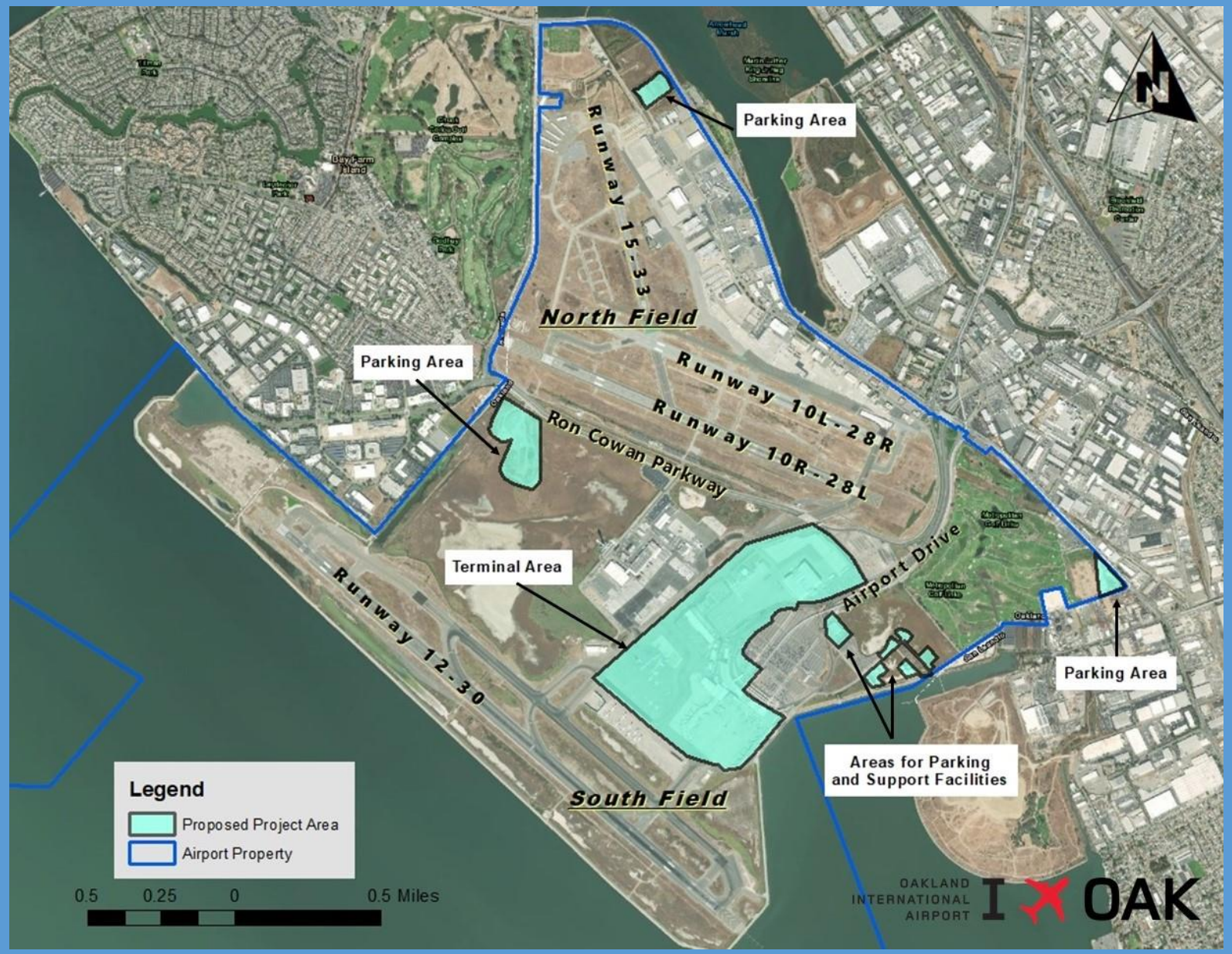
2. Provide a sufficient number of gates, terminal processing facilities, and other passenger service facilities to efficiently accommodate the existing and future passengers.

3. Provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the Airport.

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

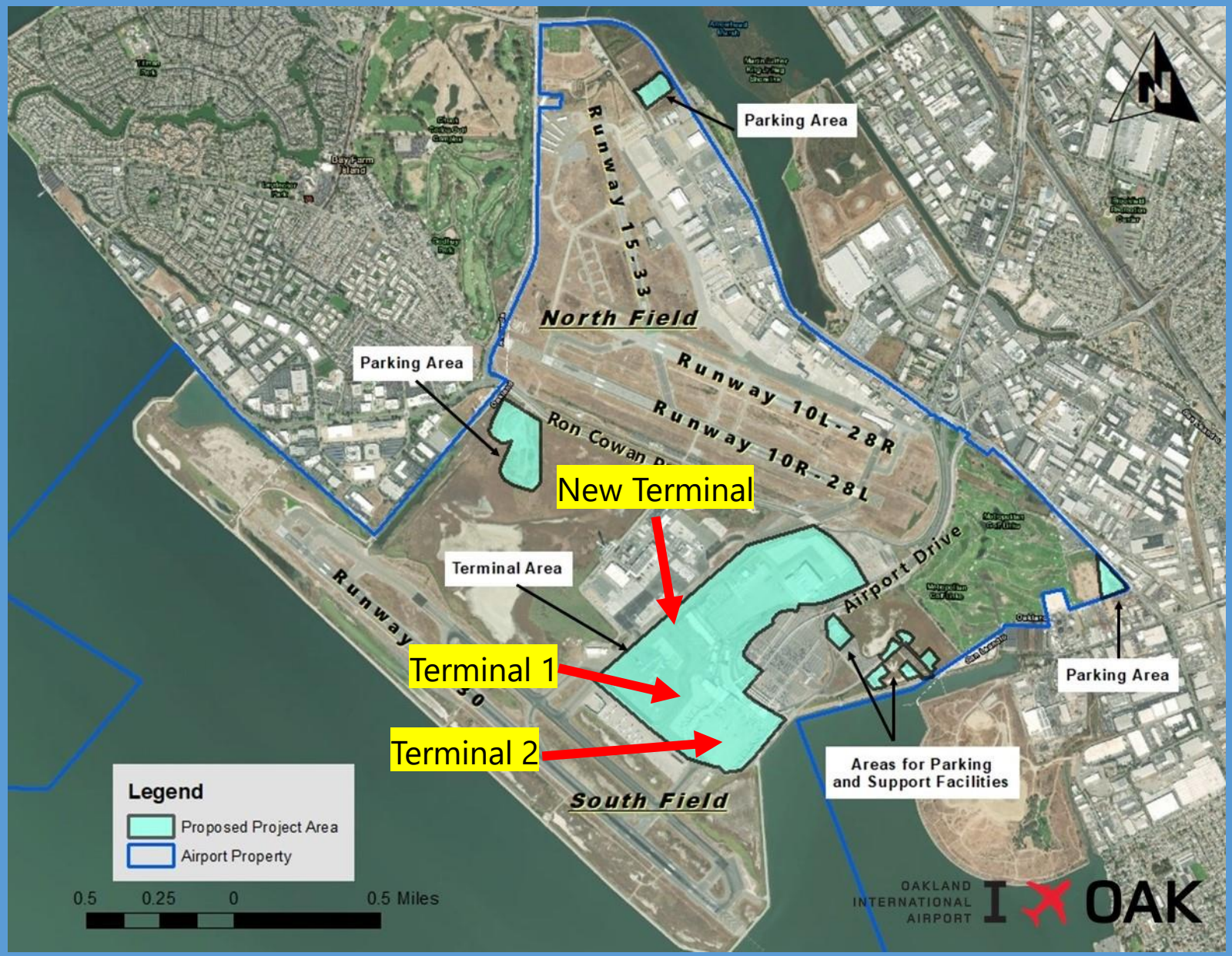
Proposed Project



OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

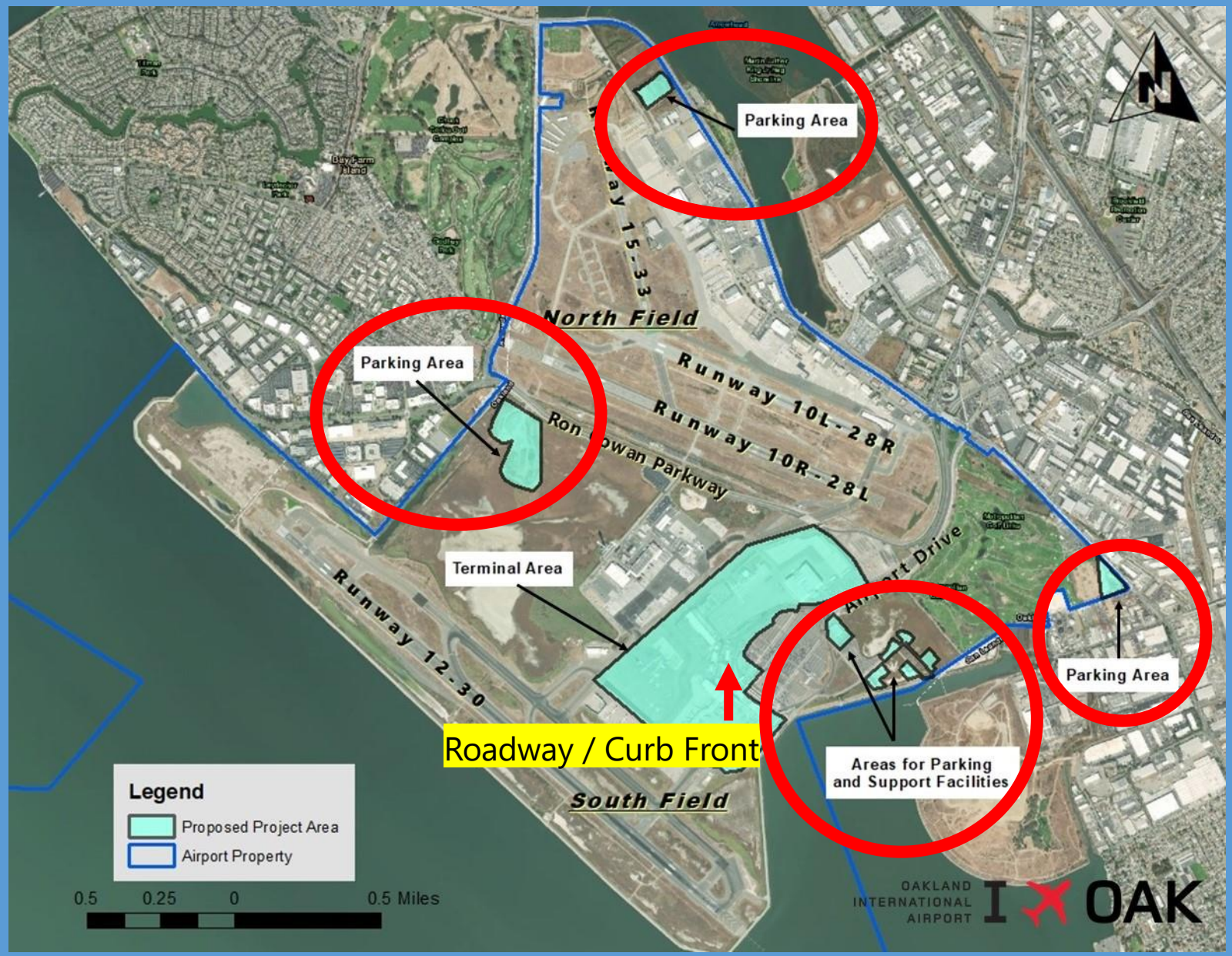
Proposed Project



OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

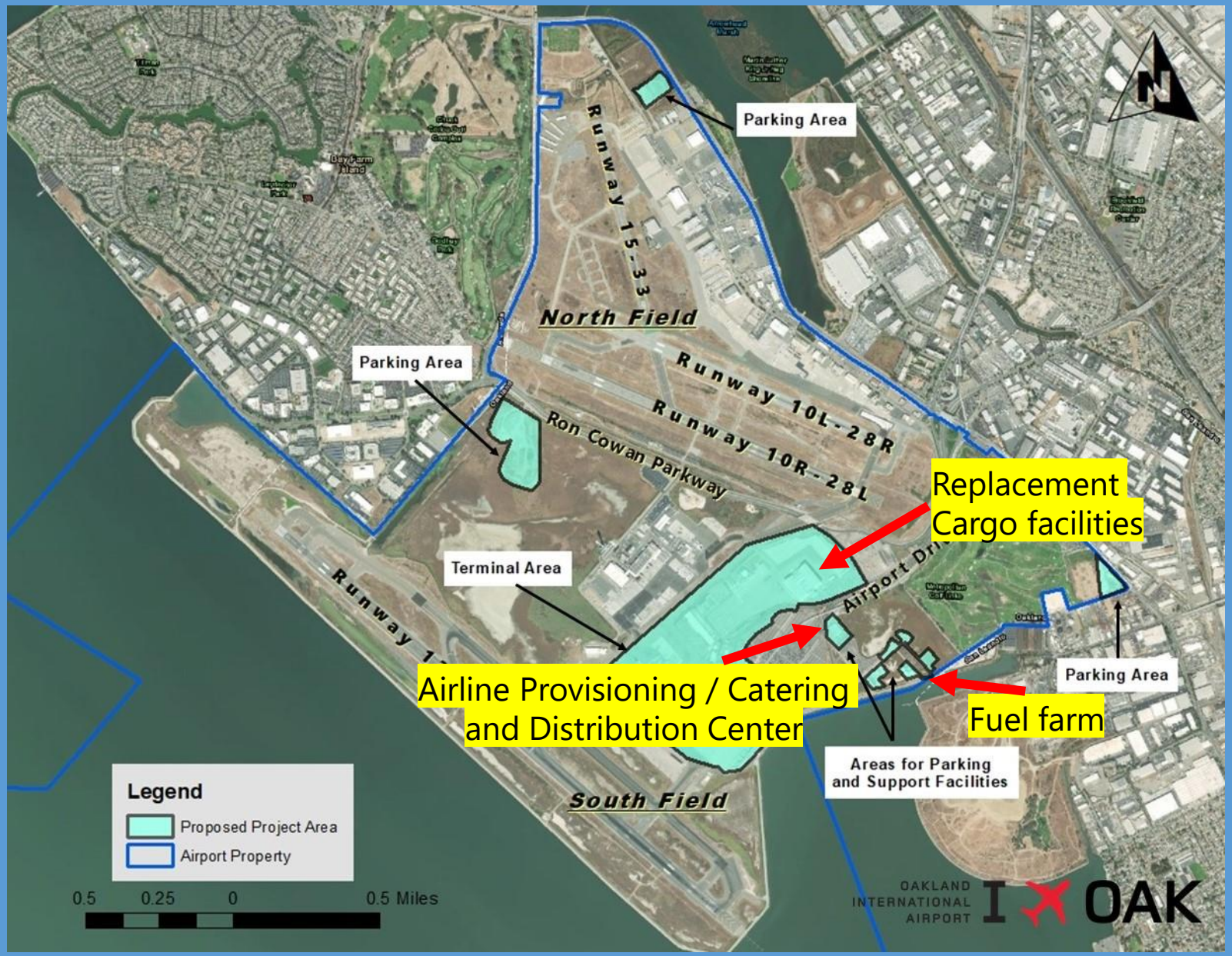
Proposed Project



OAKLAND INTERNATIONAL AIRPORT I ✈ OAK

Terminal Modernization and Development Project

Proposed Project



Overview of CEQA

Port is required to comply with California Environmental Quality Act (CEQA)

- Identify and disclose environmental impacts of a project
- Reduce environmental impacts to the extent feasible
- Relation to National Environmental Policy Act (NEPA)

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Purpose of the CEQA Process

- Enhance public participation in the review process
- Encourage informed decisions
- Promote coordination between government agencies
- Identify ways to minimize or avoid the significant effects of a project

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Environmental Resource Categories

- Aesthetics
- Agriculture / Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities / Service Systems
- Wildfire

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Environmental Resource Categories

- Aesthetics
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Terminal Modernization and Development Project

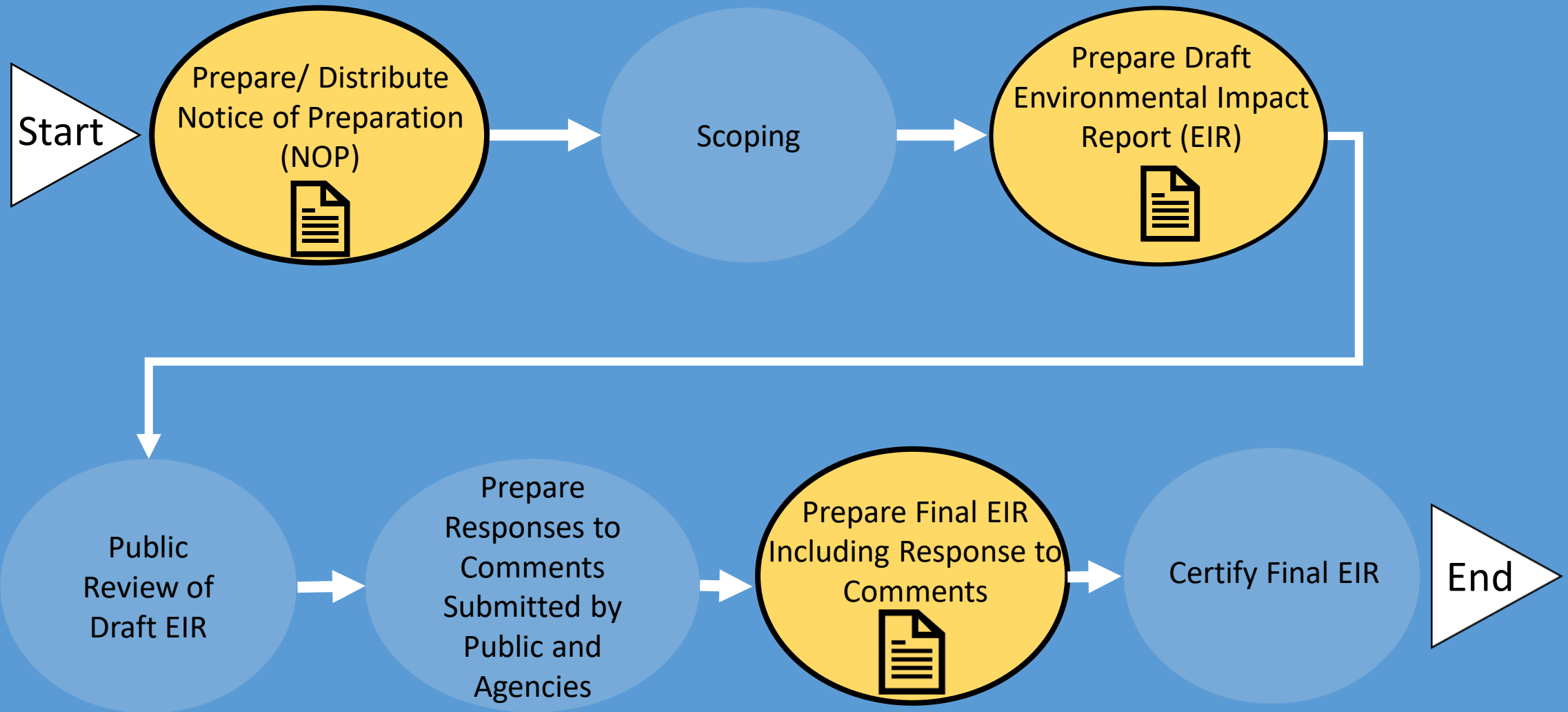
EIR Process



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Terminal Modernization and Development Project

EIR Deliverables

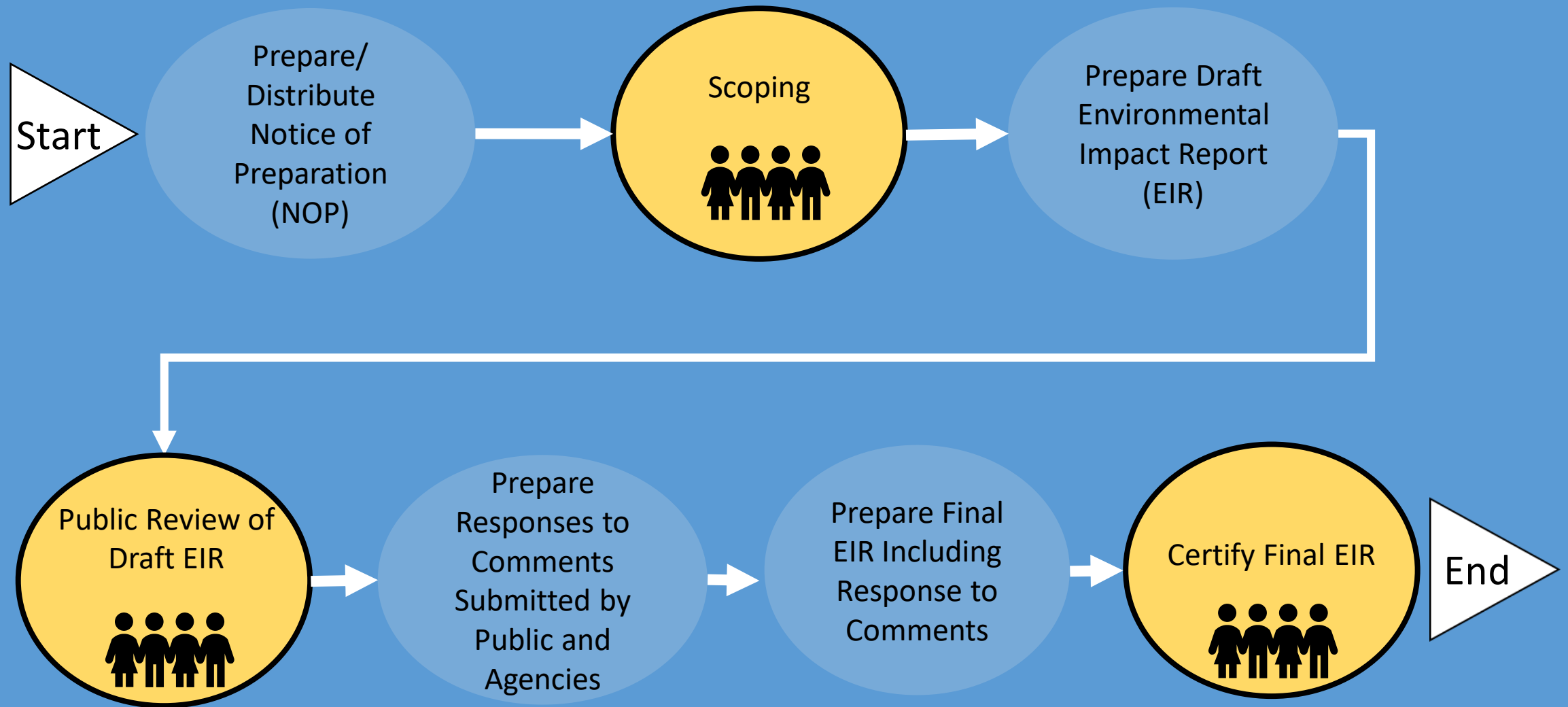


= Published Document

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Terminal Modernization and Development Project

Opportunities for Public Input on EIR



= Opportunities for Public Input

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Terminal Modernization and Development Project

Providing Comments on EIR Scope

By 3pm on June 7, 2021:

- Electronic submission to Colleen Liang, Port Environmental Supervisor, at CLIANG@PortOakland.com
- Online form at www.OaklandAirport.com/TerminalDevelopment
- U.S. mail to:

  Port of Oakland
  Environmental Programs and Planning Division
  c/o Colleen Liang
  530 Water Street
  Oakland, California 94607

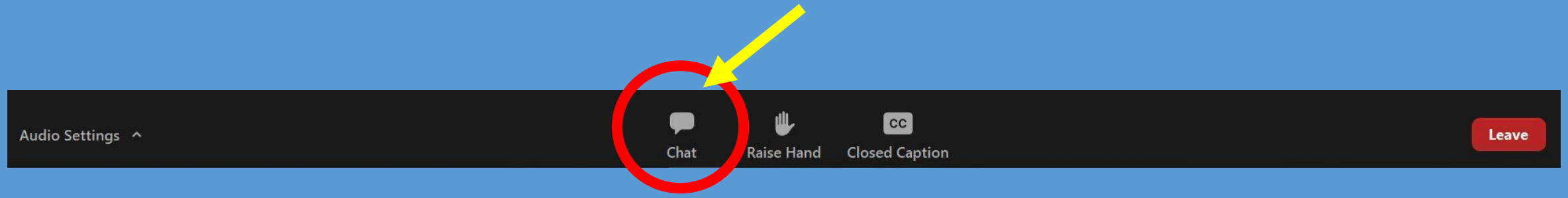
- Zoom Webinar

OAKLAND INTERNATIONAL AIRPORT I OAK

Terminal Modernization and Development Project

Providing Written Comments on EIR Scope at Zoom Webinar

- Written comments – Send a chat



- 1,000 character limit

OAKLAND INTERNATIONAL AIRPORT | OAK

Terminal Modernization and Development Project

Providing Oral Comments on EIR Scope at Zoom Webinar

- Use the "raise hand" function



- Use *9 to "raise hand" if you are on the phone
- When called to provide comments, unmute yourself
- State and spell your name – two-minute time limit

THANK YOU FOR PARTICIPATING

Comments due by 3:00pm, June 7, 2021

- Electronic submission to CLIANG@PortOakland.com
- Online form at www.OaklandAirport.com/TerminalDevelopment
- U.S. mail to:
  Port of Oakland
  Environmental Programs and Planning Division
  c/o Colleen Liang
  530 Water Street
  Oakland, California 94607

ATTACHMENT 7. SCOPING MEETING TRANSCRIPTS

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ATTACHMENT 7: SCOPING MEETING TRANSCRIPTS

This attachment contains the full transcripts of the four public scoping meetings, which took place on May 25 and May 26, 2021.

OAKLAND
INTERNATIONAL
AIRPORT

CERTIFIED
ORIGINAL

OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT VIRTUAL SCOPING MEETING

Tuesday, May 25, 2021

3:00 P.M.

Jennifer Geraty
Certified Shorthand Reporter
License No. 13350

J.D. COURT REPORTING
30343 CANWOOD ST., STE. 208A
AGOURA HILLS, CA 91301
[818] 851-9910

A P P E A R A N C E S

For the Port of Oakland:

Colleen Liang,
Port of Oakland Environmental Supervisor

Bryant Francis,
Port of Oakland Aviation Director

Dave Full,
Project Manager, RS&H California

Tuesday, May 25, 2021 at 3:00 p.m.
Port of Oakland
530 Water Street, Oakland, CA 94607

--o0o--

COLLEEN LIANG:

Good afternoon. Thank you for participating in this virtual scoping meeting for the Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development project.

My name is Colleen Liang, Port Environmental Supervisor for the Port of Oakland and the main point of contact for the environmental process for the Terminal Modernization and Development Project.

Joined with me today to present are Bryant Francis, Aviation Director for the Port of Oakland, and Dave Full, Project Manager with RS&H California.

Before we begin our presentation, I would like to go over instructions for close captioning. If you would like to use close captioning to participate in this virtual scoping meeting, please click on the button that says "Closed Caption" on the toolbar at the bottom of your screen.

I'd also like to take the time now to inform everyone on the Zoom Webinar that we are recording this virtual scoping meeting. We also have a court reporter who will be making a transcript of this meeting. This will assist us in making sure we have captured all comments made during the meeting.

For the past two years, the Port has discussed the modernization of the Proposed Project and the environmental process with community stakeholders, including the Oakland Airport Noise Forum and Aviation Stakeholder Advisory Committee.

In September 2020, the Board of Port Commissioners approved entering into an agreement with RS&H California, Inc., to provide technical support for the environmental review of the Proposed Project.

In November of 2020, the Port hosted a virtual community engagement meeting to provide an update and gather feedback on the Proposed Project and other upcoming airport projects.

And as recent as April 2021, the Port informed the Oakland Airport Noise Forum, as well as the Aviation Stakeholder Advisory Committee of the dates of the Notice of Preparation, or NOP, of the draft EIR Environmental Impact Report release, as well as the scoping meeting dates.

The Port is continuing the project discussion with today's presentation, which we will provide you with background information about the project, about the environmental review process, and how you can be involved.

Our agenda for the meeting is shown here on this screen. The first topic of the agenda is the introduction of the pres -- presenters and the Proposed Project, which we just went over.

Next, we will provide an overview of the Proposed Project and an overview of the California Environmental Quality Act environmental review process. Following the presentation, we will open up the meeting to allow agencies and the public the opportunity to provide comments on the scope for the Environmental Impact Report. We will provide you with instructions later in the presentation on how to provide comments during this meeting and also following this meeting.

The Port has developed a website for posting information and updates about the Terminal Modernization and Development Project as shown here on the screen.

For those on the phone, it is www.OaklandAirport.com/TerminalDevelopment. Again, that's www.OaklandAirport.com/TerminalDevelopment. In addition, we will post the website to the Zoom chat if

you want to copy it for later use.

I would like to now introduce Bryant Francis, the Aviation Director for the Port of Oakland, who will provide an overview of the Airport. Bryant.

BRYANT FRANCIS: Thank you, Colleen.

Good afternoon, everyone, and thank you for joining us. I've served as Director of Aviation for just over five years. During that time, OAK has continued a steady rebound in business activity from the impact of the great recession of 2008 and was approaching record-passed air traffic in 2019. However, the COVID-19 pandemic caused a sharp decline in air travel demand across the globe. Early on, experts predicted it may be 2025 before a full recovery is realized. However, the recovery at OAK is well underway and we are now reaching or surpassing 60 percent of pre-pandemic passenger levels daily. All indications point to still greater traveler demand this summer.

It is certain that the airport will recover, likely sooner than 2025, and the needs of Bay Area residents and visitors alike will continue to grow from there. That means the time to prepare for the future is now, and we are pleased to have you here as this process begins.

I'll now offer an overview of our East Bay

economic asset Oakland International Airport. OAK is a primary, personal service airport, owned and operated by the Port of Oakland. Located in the city of Oakland, OAK comprises 2,600 acres and is bordered by Alameda, to the northwest, San Leandro, to the southeast, and the San Francisco Bay.

The airport includes South Field, which debuted in the early 1960s and accommodates the commercial passenger and cargo activity, and North Field, which was the original airport and now accommodates corporate and general aviation activity and other supporting facilities.

There are four runways at the airport. This includes the primary air carrier runway at South Field and three runways at North Field. The airport is served by numerous passenger and cargo airlines.

In calendar year 2019, OAK accommodated approximately 13.4 million passengers, roughly 640,000 tons of cargo was processed, and about 242,000 aircraft arrived or departed using its four runways. The airport currently has 29 aircraft gates and two terminals, located in the South Field.

OAK's terminal facilities have experienced congestion during busy periods in the past few years and aging and outdated facilities need to be modernized and

replaced.

OAK, which plays an important role as an air transportation provider, serving customers throughout the Bay Area, and is an essential contributor to the Bay Area regional aeronautical system, has an obligation to fulfill this role.

As OAK is on the road to rebounding from the impacts of the pandemic, it is important to think towards the future so that OAK is positioned to better serve the air travel needs of East Bay residents and visitors alike, which further fuels our local economy.

The Terminal Modernization Development Project addresses these needs by modernizing and renovating existing facilities and adding new facilities to provide modern, state of the art facilities.

The Port has the following three objectives for the Terminal Modernization and Development Project, or what we will refer to as the Proposed Project throughout this presentation.

The first is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers.

The second is to provide a sufficient number of gates, terminal processing facilities, and other passengers service facilities to efficiently accommodate

existing and future passengers.

Finally, we aim to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the Airport.

Thank you again for your participation today and for your interest in our efforts. Now I would like to introduce Dave Full with RS&H California, who is the Port's environmental planning consultant for this project. Dave will provide an overview of the Proposed -- of the Proposed Project, an overview of the California Environmental Quality Act process, and he will moderate the portion of this meeting to obtain comments on the scope for the Environmental Impact Report.

Dave.

DAVE FULL: Thank you, Bryant.

Good afternoon. I want to start by showing you, just on the screen there, the location of where the Proposed Project would occur within the airport. These are the areas that we will be looking at in terms of determining any environmental impacts from the Proposed Project.

The Proposed Project includes the modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions

would be relocated and consolidated in Terminal 2, and the Terminal 1 check-in and baggage claim building itself would be demolished. Terminal 2 facilities would accommodate the multiple domestic and international airline functions currently being served in the Terminal 1 check-in and baggage claim building and would also support the two existing Terminal 1 and Terminal 2 concourses. Modernization of Terminal 1 would include the renovation of the concourse and the expansion of the Customs and Border Protection facility to process arriving international passengers. Modernization of Terminal 2 would include an expansion of the check-in area, minor reconfiguration of the baggage screening area, development of new outbound baggage makeup area and expansion of the inbound baggage area.

The Proposed Project also would include a new terminal. The new terminal would be constructed as a new, single-level terminal processor building with a two-level concourse, which would be located north of the existing terminal complex. The new terminal would provide areas for check-in, passenger security screening check point, baggage claim, and other amenities. New connectors would provide access between the new terminal and the existing terminal complex.

Improvements also would be made to the

terminal area roadway and curb front configuration adjacent to the new terminal. Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking as shown in this figure where it is labeled "Parking Area."

In order to accommodate the new terminal footprint, existing facilities need to be demolished and relocated, including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area, near Ron Cowan Parkway, which would require demolition of the existing Oakland Maintenance Center, or OMC Hangar. Replacement facilities for airline provisioning and catering build -- buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. The existing fuel system, and potentially the fuel farm, would require expansion and upgrades to support the new terminal.

The Proposed Project does not affect the runways at OAK.

You can review the Notice of Preparation on the website at www.OaklandAirport.com/TerminalDevelopment for information about the Proposed Project. And a detailed

description of that Proposed Project will be included in the draft EIR anticipated to be released next year.

As a discretionary project in the State of California, the Port is required to prepare environmental documentation in compliance with the California Environmental Quality Act, or CEQA. The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a project prior to its consideration and approval, and to reduce those environmental impacts to the extent feasible.

It's also important to note that the Proposed Project also will be subject to approval by the Federal Aviation Administration, or FAA. This means that the Proposed Project will be subject to a separate environmental review process in compliance with the National Environmental Policy Act, or NEPA. Thus, the preparation of this EIR in compliance with the CEQA does not satisfy the requirement to prepare NEPA documentation.

The CEQA process in -- is intended to do the following: Enhance public participation in the review process, encourage informed decisions, promote coordination between agencies, and identify ways to minimize or avoid the significant effects of a project.

CEQA has identified various environmental resource categories that could be affected by a project. They're on the screen, and I will quickly read them for those on the phone. They are aesthetics, agriculture and forest -- forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and finally wildfire.

Through the preparation of the Notice of Preparation, the Port has determined that the five -- the following five environmental resources would not be affected by the Proposed Project and will not be included in the EIR. These include: Agriculture cult and forest resources, mineral resources, population and housing, recreation, and wildfire.

The CEQA process is fairly prescriptive in that the lead agency, and in this case, it's the Port of Oakland, must follow the steps outlined on the screen. At this point, the Port has published the Notice of Preparation, or NOP, which provides the intent of the Port to prepare an EIR for the Proposed Project. As you

can see, we are very early in the CEQA process. We do know that last week several media outlets did report that the draft EIR was published and ready for public review. Let me assure you that is not true. The only document that has been published is the NOP. We do not anticipate publication of the draft EIR until next year.

Three separate documents are published as part of the CEQA process. As I've indicated, the first is the NOP. That document was published on May 7th, 2021. The second will be the publication of the draft EIR. This will occur only after a complete and thorough analysis of impacts has occurred. And the third will be the FINAL EIR. That document will include any revisions to the draft EIR that are necessary and any responses to comments received during the 45-day public comment period.

It's also important to note the opportunities for public input in -- during the CEQA process, and there are three of them. The first is during the 30-day public comment period on the NOP. That is what we are in right now. And this is when comments on the content and scope of the EIR should be provided. The second will be during the 45-day public comment period on the draft EIR. Comments provided during that period are focused on the analysis and conclusions contained in the

draft EIR regarding the impacts of the Proposed Project. The third opportunity is during the EIR certification process. This is when the Port's Board of Commissioners must determine whether to certify that the EIR was prepared in accordance with CEQA and that they have the information on which they can make a decision regarding approval of the project. Each of these points in the CEQA process are when input can be provided. And those are shown on the screen.

So how does one provide input into the scope of the EIR? Well, there are a variety of ways to provide comments on the scope of the EIR. This is not the best time to discuss the merits of the project. The most appropriate time for those types of comments will be during the review of the draft EIR or during any certification hearing conducted by the Port's Board of Commissioners. We are at the point in the process where we want your input on what needs to be included in the EIR. For example, tell us if there are any environmental issues you want to see addressed in the EIR. Is there a specific type of analysis that should be conducted for the EIR? Is there an environmental resource category that is important to you? And tell us why it's important to you. Is there additional information regarding the project that should be added

to the project description? Thus, we should be focused on what needs to go into the EIR and not on any conclusions or opinions regarding the Proposed Project.

Here are the four ways to provide comments on the scope of the EIR: The first two are to provide comments electronically. That can be done in an email to Colleen at C-l-i-a-n-g@PortOakland.com.

A second way to provide it electronically is to use the online form found at project website, which again is www.OaklandAirport.com/TerminalDevelopment. Comments must be received by 3 p.m. Pacific Daylight Time on June 7, 2021.

The third way to provide comments is to do it via U.S. mail. Send those comments to Colleen at Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

The mailed comments must be received by 3 p.m. Pacific Daylight Time on June 7th, 2021. Please, please account for mail delivery to be sure your mail comments are received on time.

And the fourth is to provide your comments today during this Zoom Webinar.

There are two ways to provide comments in today's Zoom Webinar. If you want to provide scoping

comments but do not want to state them verbally, you can use the chat function in the Zoom Webinar to provide those comments. The image on the screen shows you the location of the chat function on the toolbar at the bottom of your screen. Click on the "chat" function and then type in your comment. Your chat will go right to the project team and we will save all of the scoping comments received using the chat function. Please be aware that there is a limit of about a thousand characters in the chat function. So, if you hit that limit and you have additional comments, you can always create a separate chat or you can still send your comments in electronically or via U.S. mail. And I'm gonna provide that information later on as well.

Official scoping comments can be received verbally and in writing at the Zoom's Webinar. The scoping meeting is scheduled to conclude after one hour. However, if there are participants who have raised their hand and have not been called on yet to provide their comments, the meeting will remain open until all participants who raised their hand prior to the listed end time have been given the opportunity to provide their comments. So if you want to provide verbal comments, be sure you raise your hand before 4:00.

To provide comments verbally, you should raise

your hand. For those of you online, click on the "Raise Hand" button on the toolbar at the bottom of your screen. The image on the screen shows you where this function exists. For those -- those of you on the phone, dial star 9 to raise your hand. When a participant raises their hand using either method, we have staff who are monitoring that function, and they will develop a list of people who want to provide scoping comments. This list will be continually updated and I will call on people who have requested the opportunity to verbally provide the scoping comments. For -- for those participants using a phone, I will identify you by the last three digits of your phone number. Once your name or last three digits of your phone number has been called as the next speaker, staff will allow you to unmute yourself. At that time, you will receive a notice asking you to unmute. For those online, just click on that "Unmute" button and you will be able to talk and be heard. For those on the phone, you'll need to dial star 6 to unmute yourself. Do that when you get the prompt to unmute yourself. Once you are unmuted, we would like for you to state and spell your name for the record.

In addition, if you are representing an agency or an organization, please state the name of that agency

or organization. Once you have identified yourself, we will start a two-minute clock and you can provide your scoping comments. If you do exceed your two minutes, I will interrupt you and thank you for your comments and encourage you to provide any additional comments in the chat, to use the online comment form, to send an email to Colleen, or send them in via U.S. mail.

It's important that we keep to the two-minute time limit, as we want to be fair and provide everyone who's providing comments in this meeting and at the other scoping meetings, the same amount of time. If you have provided verbal comments during this meeting and raise your hand again to speak, I will not call on you to provide additional comments. In addition, you will not be permitted to cede your time to another person.

As a reminder, we will accept scoping comments in the chat function until the close of the Zoom Webinar. And the Zoom Webinar will close either at the top of the hour or if we have people who are signed up to speak by 4:00, but have not been given the opportunity to do so, we will close after the last person who raised their hand to speak has had the opportunity to provide their scoping comments.

It's also important to remind everyone to be respectful of others and to use appropriate language

when making comments. These comments will be part of the public record for the project.

Finally, please note that given the limitation of conducting these types of meetings virtually, we will not be able to have a question and answer session as part of today's Zoom Webinar. If you do have a question about CEQA or the CEQA process or how to provide input, please put that question in a chat. We'll monitor the chat, and if it's a process-related question, the staff will notify Colleen and me and we will do our best to get that question answered. Any other questions provided in the chat will be treated as scoping comments.

So with that, we -- we'd like to do is open it up, and if folks would like to raise their hands to -- to speak, I will start to -- calling on folks. And at this point, I will say I do not see anybody who has raised their hand. All right.

I have a -- the first person. Okay. So, Robert Jansen. I'm gonna recognize you. I am going to ask you to unmute yourself, and once you do, Mr. Jansen, if you would, again, state and spell your name, and then once that -- that occurs, we'll start the two-minute clock. So, if you're unmuted, please go ahead.

ROBERT JANSEN: Hi. My name's Robert Jansen

with BLR Group. What is the anticipated day the EIR will be completed?

DAVE FULL: All right. Is that your entire comment, Mr. Jansen?

ROBERT JANSEN: Yes.

DAVE FULL: Okay. And since that is about the -- the process, I think your -- your -- your question was, what was the anticipated date? We don't have -- we don't have a month next year. We do know that it will be in 2022, but we don't know -- we don't have any more specificity with respect to the date at this time. All right.

Do we have anybody else who would like to provide a comment?

Okay. Jesse, may I have you go ahead and put back up -- I want you -- I want people to -- to know how to do -- do it. So if you could go back to -- I believe it's slide 22. Yeah. There we go, where -- to remind people on how to raise their hand. That is great. Thank you. All right.

All right. I still don't see anybody else who would like to provide comments. And do we have any comments in the chat that are related to the process?

COLLEEN LIANG: Not at this time.

DAVE FULL: You don't see anything? Okay.

All right. So just as a reminder, if you do want to provide comments, please hit that "Raise Hand." I'm looking at my list right now, and I don't see anybody who has raised your -- their hand.

Colleen, would it be useful for us to go back and just review the project description as we -- as we have it right now?

COLLEEN LIANG: Sure.

DAVE FULL: Why don't we do that. So --

COLLEEN LIANG: Okay.

DAVE FULL: Yeah. Jesse, if you'd go back up to -- I have to remember which slide it is. I believe it's slide number 11. Okay. Very good.

All right. So I'll -- I'll give a quick overview of the project, again, to hopefully maybe get some comments from folks on the -- the scope of the EIR.

So the Proposed Project includes the modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions would be relocated and consolidated in Terminal 2, and the Terminal 1 check-in and baggage claim building itself would be demolished. Terminal 2 facilities would accommodate the multiple domestic and international airline functions currently being served in the Terminal 1 check-in of baggage claim building and would support

the existing Terminal 1 and Terminal 2 concourses. Modernization of Terminal 1 would include the renovation of the concourse and expansion of the Customs and Border Protection facility to process arriving international passengers. Modernization of Terminal 2 would include an expansion of the check-in area, minor reconfiguration of the baggage screening area, development of a new outbound baggage makeup area and expansion of the inbound baggage area.

The Proposed Project also would include a new terminal. The new terminal would be constructed as a new, single-level terminal processor building with a two-level concourse, located north of the existing terminal complex. The new terminal would provide areas for check-in, passenger screening checkpoints, baggage claim, and other amenities. New connectors would provide access between the new terminal and the existing terminal complex.

Improvement also would be made to the terminal area roadway and curb con -- curb front configuration adjacent to the new terminal. Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking, and that is shown on the figure.

In order to accommodate the new terminal

footprint, existing facilities need to be demolished and relocated, including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway, which would require demolition of the existing OMC Hangar. Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. The existing fuel system, and potentially fuel farm, would require expansion and upgrades to support the new terminal.

And the Proposed Project does not affect the runways at OAK.

All right. Let me see -- did we get anybody who wants to talk -- to provide comments? And I do see one. That person is Carla Dillard Smith.

So, Carla, I am going to ask you to unmute, and once you've done that, please state and spell your name, and then you -- then you can start with your comments.

CARLA DILLARD SMITH: Okay. So my name is C-a-r-l-a, D-i-l-l-a-r-d, S-m-i-t-h, and the reason I came on the call was the last thing you two addressed, that you said none of these changes will affect the

runway. And my interest is, I actually live in San Leandro, at Heron Bay and I'm on the flight pattern for Federal Express and Southwest. And so that's -- that's what I'm interested in in this process is -- is just what you've said, that the plans are not to increase the number of flights on the runway. Is that correct?

DAVE FULL: What I said -- yeah. What I said was that the project does not change the runway. There are no changes to the runways at OAK.

CARLA DILLARD SMITH: So does the plan include increasing the number of flights that are currently coming in, 'cause I understand that this is a renovation and a development project, but is the purpose so things can stay exactly like they are? But development usually means that there's going to be increased capacity. And the only capacity that I would think that the Port would want to increase would be the ability to run more flights. And so as a resident, I'm concerned about that. And I feel that it -- I want to know, is that -- how -- how do we get to that?

Because I know that -- I've lived in Oakland for, like, over 50 years, and I know that, usually, the physical stuff starts first and then the political stuff is held close to the vest until it's too late for the public to do anything about it. So that's why I'm

asking these questions.

DAVE FULL: Very good. Anything else in your final seven seconds?

CARLA DILLARD SMITH: No. Those are -- those are my concerns and questions.

DAVE FULL: Okay. Very good.

Thank you, Carla, for your comments. We will put those in as -- as -- as scoping comments for the -- the Project Report.

Do I have any other speakers lined up? I don't see anybody else who is -- who is asking to speak. All right. We will stay until 4:00 if anybody does want to raise their hand to speak, or you can go ahead and put your comments in chat if you chose not to speak but do want to provide comments.

And I will just remind folks if you chose to send in your comments electron -- electronically to Colleen, you can send them to her email, which is c-l-i-a-n-g@PortOakland.com, or you can always send it in via the online form that you'll find at the project website, which is www.OaklandAirport -- I have to remind myself what it is now -- dot OaklandAirport.

COLLEEN LIANG: Dot com.

DAVE FULL: -- dot com. Thank you.

COLLEEN LIANG: Slash --

DAVE FULL: -- slash TerminalDevelopment. You'd think I'd have it memorized by now, Colleen.

COLLEEN LIANG: Dave, it looks like there's another hand that's raised.

DAVE FULL: Thank you. Let me get there. All right. I see it's a phone number.

And it is caller with the last three digits of 552. So I will be asking you to unmute, and that's the star 6, if you're there on the phone, to -- to do that. So, please, caller 552, please state your name, spell it for us, and then we'll begin your comments.

SANDRA HARRISON: Okay. Can you hear me? This is Sandra Harrison.

DAVE FULL: Thank you, Sandra. Yes, we can hear you.

SANDRA HARRISON: I'm so sorry. I got on late, so I'll be back on again at 6:00, but I guess I've missed most of this meeting, 'cause -- 'cause it's -- 'cause when I came on, no one was talking. So, is it a small meeting or -- what did I miss, I guess?

DAVE FULL: Well, it depends on when you came in, Sandra. We had -- we had done a presentation that lasted -- that was -- probably took the first 20 minutes, 20, 25 minutes, maybe, that provided an overview of the process -- project and the process. And

you may have heard some silence because we were just waiting for others to provide their comments.

SANDRA HARRISON: Oh, gee, I missed -- I'm sorry. Well...

DAVE FULL: That's okay.

SANDRA HARRISON: Well, you -- so are you gonna be the same group that will still be on at 6:00?

DAVE FULL: Yes. Yes. Yes, we will, Sandra. We -- we will also do that presentation at 6:00 as well. So if you -- if you could join us at 6, you'll be able to see and hear that presentation.

SANDRA HARRISON: Okay, yes. I will be back at 6.

DAVE FULL: Okay. Very good.

SANDRA HARRISON: Okay. Thank you.

DAVE FULL: Thank you.

SANDRA HARRISON: Thank you.

DAVE FULL: You bet. You bet.

SANDRA HARRISON: But -- but the main thing is, I don't want those planes flying over my house, 'cause we went through this before a few years -- when they started making some changes and we had -- and we had to have them come and put one of those things in the backyard, and we had gotten recorded with 5,000 planes in a month -- in a month that was flying over our house,

and I do not want to go through that again. That was terrible. So -- but I'll be back at 6.

DAVE FULL: All right. Very good. Thank you, Sandra.

SANDRA HARRISON: Okay. Thank you.

DAVE FULL: You bet. All right. I do have another speaker. That speaker is Vic Cordell.

So I'm going to ask you to unmute yourself, and if you would state and spell your name for the record, that would be great. And then we will start the timer after you've done that. Please go ahead.

VICTOR CORDELL: Hi, I'm Victor Cordell. That's V-i-c-t-o-r, Cordell, C-o-r-d-e-l-l. I'm on the Executive Committee of CLASS. I have a couple of issues. One, I am looking on the -- on the website and trying to find the document that would be labeled as the Notice of Preparation and I'm not finding it. I'm finding a factsheet, press releases, meeting notice, meeting agenda, meeting slide presentation, and a recording link, but I don't see anything that constitutes a full Notice of -- whatever it is. So --

DAVE FULL: Of Preparation, sir?

VICTOR CORDELL: Yeah, of Preparation. So where -- where would I find it, or is it just the facts sheet?

DAVE FULL: Let me -- I -- I -- let me have staff that are working --

COLLEEN LIANG: Yes. Hi.

DAVE FULL: -- and see -- be able to do that.

COLLEEN LIANG: So the NOP, the Notice of Preparation for the draft EIR is this first title, right under the Notice of Preparation of Public Scoping Meeting on the same site that you're viewing right now.

VICTOR CORDELL: If I -- if I go to Terminal Modernization Develop -- Land Development -- okay. Notice of Preparation, click here for -- oh -- oh. Well, okay, so I click there, and I get a page that's past meeting notes and --

COLLEEN LIANG: Then --

VICTOR CORDELL: -- and -- and -- and -- and access to the meetings and then items that I mentioned. I still am not seeing where -- where's the Notice of Preparation itself? Oh, I see. It's not highlighted. Okay. I -- I found it.

DAVE FULL: Okay.

VICTOR CORDELL: Well, I'm -- I'm -- I'm -- I'm sorry to have used my whole time with -- with technical issue, because my -- my real concern is that the prohibition of discussion of the content and project itself, I think it's an egregious fault to disallow

public comment until the EIR has been completed, because, basically, you're disallowing discussion of substance from people in the community and --

DAVE FULL: And --

VICTOR CORDELL: -- and [Zoom interference] the process.

DAVE FULL: All right. Thank you, Mr. Cordell. I appreciate that. If you have others, please go ahead and put them in the chat or go ahead and send them in online. I appreciate that.

Do we have any other speakers lined up? I don't believe so.

Thank you, Colleen, for identifying the location of that, and hopefully others who are looking for it can easily find it. I believe the other thing we have done is that we have put in the chat a link right to the NOP itself. So if you do want to go in the chat, you can grab it there and copy that, and then you should be able to get directly to the link for the NOP.

So thank you folks in the background who are working on that. I appreciate it.

Do I have anybody else that wants to provide a comment? I don't see anybody who has raised their hand. Again, if you'd like to provide a verbal comment, go to the bottom of your screen and hit that "Raise Hand" and

we'll be able to see you. If you are on the phone, as a reminder, to raise your hand, it's just star 9, and we'll be able to see you that way as well.

And thank you, Jesse, for doing that. There it is. You can see where the "Raise Hand" function is at the -- on the toolbar at the bottom of your screen. So you can just go ahead and click that to let us know you would like to speak. Jesse, if we could go back to I think slide number 21. And there we go. Just to remind people on different ways of providing comments. The first one is to send that email to Colleen, and her email address is on the screen, but I'll repeat -- I'll repeat it. It's C-l-i-a-n-g@PortOakland.com. And then we also have an online format at www.OaklandAirport.com/TerminalDevelopment. And if you'd rather use U.S. mail, you can. Just send it to Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, at 530 Water Street, in Oakland, California at 94607.

And, again, you can also do that at the Zoom Webinar right now if you'd like. You can go ahead and raise your hand to provide them verbally, or go ahead and put them in the chat to -- to provide that. The other -- the other thing I should mention is that if you are choosing to do it electronically or by U.S. mail,

comments must be received by 3 p.m. Pacific Daylight Time on June the 7th.

And I do believe we have also put in the chat the -- Colleen's email address, the -- the website address to get the online form, and even the U.S. mail address. So if you'd like to grab those out of the chat, copy them and save them, then you'll have that information in order to go ahead and provide your -- your written comments.

All right. Colleen, I do not see any additional folks who wanted to provide any verbal comments.

COLLEEN LIANG: That is correct. And none from the chat --

DAVE FULL: Okay.

COLLEEN LIANG: -- that needs to be brought up.

DAVE FULL: All right. Thank you.

And as a reminder, I've got 3:48 here, so we have 12 more minutes. So if you do want to provide a verbal comment, be sure you raise your hand before that 4:00 hour. And if you'd like to just do a written comment in the chat, be sure you do it by 4:00. It seems like we probably will be ending right at 4:00. I also will say that we have three more of these public

scoping meetings. The first -- the next one will be at 6 p.m. this evening, and then we have two more tomorrow; one is at 3 p.m. and the other is at 6 p.m. So you have time to -- to think about what you'd like to provide to us. You're more than welcome to come back and provide those during -- during those scoping meetings as well.

I will also say, if you have provided comments today, verbally, you can provide comments verbally at tonight's meeting at 6 p.m. or tomorrow at 3 or tomorrow at 6. So, you will have -- you will -- you will be given two more minutes during those periods if you chose to attend another meeting.

And I do believe we've put in the chat information with respect to the meetings scheduled, so you can also -- always look there in the chat for that information as well. Okay. And I also will remind you that if you have already spoken, we will not be calling you on you twice during one meeting. We just need to make sure that we're fair with everybody, that everybody at a meeting gets two minutes per meeting.

I believe, also, if you -- if you plan on -- if you'd like to attend any of the other meetings, we have put the information in the chat as well. So, please go into the chat and copy that if you'd like to attend one of the other three meetings that we have

coming up.

All right. And I'm still checking my -- my list here, and I do not see anybody who is -- who has raised their hand at this point. And I do -- I believe we have a -- a question in the chat that we should be able to answer. Somebody had asked how you take things from the chat and transfer it to your -- your computer? I think I can answer that, but Colleen, you may need to help me out a little bit on this. You just -- you take it and you -- you hover over it and you -- you basically use your cursor to highlight all of it, and then you can just hit the "copy" button, I believe. Is it a -- is it a -- a right click on that?

COLLEEN LIANG: I can try. Didn't see it --

DAVE FULL: Yes. It's a right click, and once you've done that, you'll -- you'll see the word "copy." And then from there, you can take it and you can put it wherever you'd like. So, go ahead, highlight whatever you'd like to copy, and then once it's highlighted, go ahead and right click on it, and then you should be able to see a -- a button that says "copy." Hit the "copy" and then you'll be able to move it and copy it to wherever you would like.

And I bet somebody in the back room -- if I did it wrong would -- would -- hopefully will tell me

I've done it wrong. And I see that it says -- nope, it says I did it right, so there we go.

All right. I'm still looking to see if anybody else has raised their hand. I don't see anything. We have seven minutes left.

Jesse, could we have slide number 20 -- 20 -- I think it's 20 -- put up, that would be great. It's just how people can provide comments. Hopefully I've got the right number. Yeah, there we go. One -- one back there, Jessie. Yeah, oh, 21. I have to remember that; 21. So, by 3:00 Pacific Daylight Time on June 7th, 2021, that's when the comments are due on the scope of the EIR. Send them in. You can do it electronically by sending an email to Colleen. She is the Port Environmental Supervisor, and her email address is C-l-i-a-n-g@PortOakland.com. You can always use the online form and -- at the website, which is www.OaklandAirport.com/TerminalDevelopment. And you also can use U.S. mail, sending it to Colleen at Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

And you still have five minutes to put a comment in the chat or to raise your hand. And I'm just looking to make sure I don't have any raised hands, and

I do not see any right now.

All right. Jesse, can you just go down a slide for me, please? So if you do want to send a chat, the chat function -- you can see it there on the toolbar. It's up on your screen. Just hit that chat function and you'll be able to type in any comments. Just remember, there is a thousand character limit to -- to your comments. That's -- that is quite a bit of text, so hopefully -- hopefully you can fit it all in. And then if you go to the next slide for me, please, Jesse, the "Raise Hand" function is also there on the bottom toolbar. Just hit that "Raise Hand," we will see that you've raised your hand, and then we can go ahead and call on you.

All right. I'm showing two minutes left. So if you would like to provide a verbal comment, please go ahead and raise your hand so we can recognize you and get you -- your -- your comment. And if you want to put a chat in, please go ahead and get that started so you can send it before our time is up at 4:00.

All right. We have one minute left, Colleen. Let's make sure we don't leave early, so we'll wait 'til our 4:00 before we -- we close the meeting down. So this is a -- I guess it's a last call, if you will, for anybody who wants to provide comments at this particular

meeting. And then I still don't see anybody who would like to provide any verbal comments.

And, Colleen, I have 4:00.

COLLEEN LIANG: Thank you. Thank you, Dave.

Thank you everyone for participating in our virtual scoping meeting today. Just as a reminder, if anyone joined late and missed the presentation, a recording of this meeting will be posted on the website where you will be able to view it later.

Also, I want to remind everyone how to provide comments. You can you send me an email, C-l-i-a-n-g@PortOakland.com. Again, that's CLiang, so C-l-i-a-n-g@PortOakland.com. You can also use the online form on the project -- project website, which is www.OaklandAirport.com/TerminalDevelopment, or you can also send me comments via U.S. mail to me at Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

Mailed comments must be received by 3 p.m. Pacific Daylight Time on June 7th, 2021. Please account for mail delivery time to be sure your mailed comments are received on time. You can also participate in the remaining scoping meetings that will be held tonight, May 25th from 6 p.m. to 7 p.m. or tomorrow, May 26th,

from 3 p.m. to 4 p.m. and from 6 p.m. to 7 p.m. Our presentation will be the same for all scoping meetings, but you are more than welcome to join.

Thank you again for participating today. We will now conclude this meeting.

(END OF SCOPING MEETING)

REPORTER'S CERTIFICATE

I, JENNIFER GERATY, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the said meeting was taken down by me in stenotype at the time stated, via Zoom, and thereafter reduced to typewriting under my direction and that the transcript is a true and correct record of the proceedings held.

I further certify I have no financial interest in, nor am related to any parties of this cause. Dated this 7th day of June, 2021.



JENNIFER GERATY, CSR No. 13350

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OAKLAND
INTERNATIONAL
AIRPORT

CERTIFIED
ORIGINAL

OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT VIRTUAL SCOPING MEETING

Tuesday, May 25, 2021

6:00 P.M.

Jennifer Geraty
Certified Shorthand Reporter
License No. 13350

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A P P E A R A N C E S

For the Port of Oakland:

Colleen Liang,
Port of Oakland Environmental Supervisor

Bryant Francis,
Port of Oakland Aviation Director

Dave Full,
Project Manager, RS&H California

Tuesday, May 25, 2021 at 6:00 p.m.
Port of Oakland
530 Water Street, Oakland, CA 94607

--o0o--

COLLEEN LIANG: Good evening. Thank you for participating in this virtual scoping meeting for the Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development Project. My name is Colleen Liang, port environmental supervisor for the Port of Oakland and the main point of contact for the environmental process for the Terminal Modernization and Development Project.

Joined with me to present today are Bryant Francis, aviation director for the Port of Oakland, and Dave Full, project manager with RS&H California. Before we begin our presentation, I would like to go over instructions for closed captioning. If you would like to use closed captioning to participate in this virtual scoping meeting, please click on the button that says "closed caption" on the toolbar at the bottom of your screen.

I would also like to take time now to inform everyone on this webinar that we are recording this virtual scoping meeting. We also have a court reporter,

who will be making a transcript of this meeting. This will assist us in making sure we have captured all comments made during this meeting.

For the past two years, the port has discussed the modernization project and the environmental process with community stakeholders including the Oakland Airport Noise Forum and Aviation Stakeholder Advisory Committee. In September, 2020 the Board of Port Commissioners approved entering into an agreement with RS&H California to provide technical support for the environmental review of the proposed project.

In November, 2020 the port hosted a virtual community engagement meeting to provide an update and gather feedback on the proposed project and other upcoming airport projects. In as recent as April, 2021 the port informed the Oakland Airport Noise Forum as well as the Aviation Stakeholder Advisory Committee of the dates of the notice of preparation or NOP of the draft environmental impact report release date as well as the scoping meeting dates.

The port is continuing the project discussion with today's presentation which will provide you with background information, the environmental review process, and how you can be involved. Our agenda for the meeting is shown here on the screen. The first

topic of the agenda is introduction of the presenters and the proposed project, which we just went over. Next we will provide an overview of the proposed project and an overview of the California Environmental Quality Act process.

Following the presentation, we will open up the meeting to allow agencies and the public the opportunity to provide comments on the scope for the environmental impact report. We will provide you with instructions later in the presentation on how to provide comments during this meeting and following this meeting. The port has developed a website for posting information and updates about the Terminal Modernization and Development Project as shown on the screen.

For those on the phone, it is www.Oaklandairport.com/terminaldevelopment. Again, that is www.Oaklandairport.com/terminaldevelopment. In addition, we will post a website to the Zoom chat, if you want to copy it for later use. I would now like to introduce Bryant Francis, the aviation director for the Port of Oakland, who will provide an overview of the airport. Bryant?

BRYANT FRANCIS: Thank you, Colleen. Good evening, everyone, and thank you for joining us. I have served as director of aviation for just over five years

now. During that time OAK continued a steady rebound in business activity from the impact of the Great Recession of 2008 and was approaching record passing traffic in 2019.

The Covid-19 pandemic caused a sharp decline in air travel demand across the globe. Early on experts predicted it may be 2025 before full recovery is realized; however, the recovery at OAK is well underway. And we are now reaching or surpassing 60% of pre-pandemic passenger activity levels daily.

All indications point to still a greater demand as the summer season, which is historically the busier for air travel approaches. It is certain that the airport will recover, likely sooner than 2025, and the travel needs of Bay Area residents and visitors will continue to grow from there. That means the time to prepare for the future is now, and we are pleased to have you with us as this process begins.

At this time, I will provide an overview of our East Bay economic asset, Oakland International Airport. OAK is a primary commercial service airport owned and operated by the Port of Oakland. Located in the City of Oakland, OAK comprises 2,600 acres and is bordered by Alameda to the northwest, San Leandro to the southeast, and the San Fransisco Bay.

The airport includes South Field, which debuted in the early 1960s and accommodates the commercial passenger and air cargo activity and North Field, which was the original airport, and now accommodates corporate and general aviation activity and other supporting facilities.

There are four runways at the airport. This includes the primary air carrier runway at South Field and three runways at North Field. The airport is served by numerous passenger and air cargo airlines. In calendar year 2019, OAK accommodated approximately 13.4 million passengers, roughly 640,000 tons of cargo was processed, and about 242,000 aircrafts arrived or departed using its four runways.

The airport currently has 29 aircraft gates and two terminals located in South Field. OAK's terminal facilities have experienced congestion during busy periods in the past few years and aging and outdated facilities need to be modernized and replaced. OAK, which plays an important role as an air transportation provider serving customers throughout the Bay Area, and as an essential contributor to the Bay Area regional aeronautical system, has an obligation to fulfill this role.

As OAK is on the road to rebuilding from the

impacts of the pandemic, it is important to think towards the future, so that OAK is positioned to better serve the air travel needs of East Bay residents and visitors alike, which further fuels our local economy.

The Terminal Modernization and Development Project addresses these needs by modernizing and renovating existing facilities and adding new facilities to provide modern, state of the art facilities. The port has the following three objectives for the Terminal Modernization and Development Project, or what we will refer to as the "proposed project" throughout this presentation.

The first is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers. The second is to provide a sufficient number of gates, terminal processing facilities, and other passenger service facilities to efficiently accommodate the existing and future passengers. Finally, we aim to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the airport.

Thank you again for your participation today and for your interest in our efforts. Now I would like to introduce Dave Full with RS&H California, who is the port's environmental planning consultant for this

project. Dave will provide an overview of the proposed project, an overview of the California Environmental Quality Act process, and he will moderate the portion of this meeting to obtain comments on the scope for the environmental impact report. Dave?

DAVE FULL: Thank you, Bryant. Good evening, everyone. I first just like to start off talking a little bit about the proposed project. The exhibit you see on your screen shows the various areas on the airport where the proposed project would occur. You can see that it is only in limited areas on the airport. The proposed project does include the modernization of Terminals 1 and 2.

The existing Terminal 1, check-in and baggage processing functions would be relocated and consolidated in Terminal 2. And the terminal one check-in and baggage claim building itself would be demolished. Terminal 2 facilities would accommodate the multiple domestic and international airline functions currently being served in Terminal 1 check-in and baggage claim building and would support the two concourses associated with Terminal 1 and Terminal 2.

Modernization of Terminal 1 would include the renovation of the concourse and expansion of the customs and border protection facility that processes arriving

international passengers. Modernization of Terminal 2 would include an expansion of the check-in area, minor reconfiguration of the baggage screening area, development of new outbound baggage make-up area and expansion of the inbound baggage area.

The proposed project also would include a new terminal. The new terminal would be constructed as a new single-level terminal processor building with a two-level concourse, and it would be located north of the existing terminal complex.

The new terminal would provide areas for check-in, passenger security screening checkpoint, baggage claim, and other amenities. New connectors would provide access between the new terminal and the existing terminal complex. Improvements also would be made to the terminal area roadway and curb front configuration adjacent to the new terminal. Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking, and that is shown on this exhibit where it is labeled "parking area."

In order to accommodate the new terminal footprint, existing facilities need to be demolished and relocated, including some cargo facilities, public parking, and airline provisioning. Replacement

facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway, which would require demolition of the existing Oakland Maintenance Center hanger, the OMC hanger.

Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. The existing fuel system and the fuel farm would require expansion and upgrades to support the new terminal. And as evident by these exhibits, runway modifications are not part of the proposed project.

You can review the notice of preparation on the website at www.Oaklandairport.com/terminaldevelopment for information about the proposed project. And that website will be added to the chat, so you can copy it from there. And I will also say that a detailed description of the proposed project will be included in the draft EIR, which is anticipated to be released next year as a discretionary project in the State of California, the port is required to prepare environmental documentation in compliance with the California Environmental Quality Act or CEQA.

The CEQA process is primarily designed to

identify and disclose to decision makers and the public the significant environmental impacts of a project prior to its consideration and approval and to reduce those environmental impacts to the extent feasible. It is also important to note that the proposed project also will be subject to approval by the Federal Aviation Administration or FAA.

This means that the Terminal Modernization and Development Project will be subject to a separate environmental review process in compliance with the National Environmental Policy Act or NEPA. Thus, the preparation of this EIR in compliance with CEQA does not satisfy the requirement to prepare NEPA documentation.

So back to CEQA, the CEQA process itself is intended to do the following: Enhance public participation in the review process, encourage informed decisions, promote coordination between government agencies, and identify ways to minimize or avoid the significant effects of a project. To that end CEQA has identified various environmental resource categories that could be affected by any project.

And these categories are as follows -- and I will read them for the folks on the phone. Aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy,

geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

Through the preparation of the notice of preparation, the NOP, the port has determined that the following environmental resources would not be affected by the Terminal Modernization and Development Project and will not be included in the EIR. These are: Agriculture and forest resources, mineral resources, population and housing, recreation, and wildfire.

The CEQA process is fairly prescriptive, in that the lead agency, in this case the Port of Oakland, must follow the steps as outlined on the screen. At this point, the port has published the NOP which provides their intent to prepare an EIR for the proposed project. As you can see, we are very early in the CEQA process.

We also know now that last week several media outlets did report that the draft EIR was published and ready for public review. Let me assure you that that is not true. The only document that has been published as part of this CEQA process is the NOP. And we do not

anticipate publication of the draft EIR until next year. There will be three separate documents that will be published as part of this CEQA process. As I indicated, the first is the NOP, and that document was published on May 7th, 2021.

The second document will be the publication of the draft EIR. This will occur only after complete and thorough analysis of impacts have occurred. The third will be the final EIR. This document will include any revisions to the draft EIR that are necessary and also include responses to all comments received during the 45-day public comment period on the draft EIR.

There are three significant opportunities for other government agencies, special interest organizations, and the general public to provide input into the EIR process. The first is during the 30-day public comment period on the NOP. That, we are in the middle of that 30-day period, and this is when comments on the content and scope of the EIR should be provided.

The second opportunity is during the 45-day public comment period on the draft EIR. Comments provided during that period should be focused on the analysis and conclusions contained in the draft EIR regarding the impacts of the proposed project. The third opportunity is during the EIR certification

process. This is when the port's board of commissioners must determine whether to certify that the EIR was prepared in accordance with CEQA, and that they have the information on which they can make a decision regarding approval of the proposed project.

Each of these points in the CEQA process, when input can be provided, is shown on the exhibit. So how do you provide input? Well, there are a variety of ways to provide comments on the scope of the EIR. This is not the best time to discuss the merits of the project. The more appropriate time for those types of comments will be during the review of the draft EIR or during any certification hearing conducted by the port's board of commissioners.

We are at the point in the process where we want your input on what needs to be included in the EIR. For example, tell us if there are any environmental issues that you want to see addressed. Tell us if there is a specific type of analysis that should be conducted for the EIR. Is there an environmental resource category that is important to you, and tell us why it is important to you.

Is there any additional information regarding the project that you would like to have that should be added to the project description? Thus, the comments

that we are hoping to get really should be focused on what needs to go into the EIR and not on conclusions or opinions regarding the proposed project. There are four ways to provide comments on the scope of the EIR. The first two are to provide your comments electronically.

The first way to do it electronically is to send Colleen an e-mail. And her e-mail address is Cliang@portoakland.com. The second way to do it electronically is to use the online form found on the project website. And that project website is www.Oaklandairport.com/terminaldevelopment. And these will be added to the chat as well, so you can copy them from the chat, should you want them. I will say that these comments must be received by 3:00 p.m., Pacific Daylight Time on June 7th, 2021.

The third way to provide comments is to send us those comments through U.S. Mail. Those comments should be sent to Colleen at the Port of Oakland Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

And again, the mailed comments must be received by 3:00 p.m., Pacific Daylight Time or June 7th, 2021. Please account for mail delivery to be sure your mailed comments are received on time. And the

fourth way is to provide your comments today during this Zoom webinar.

Official scoping comments will be received verbally and in writing during this Zoom webinar. The scoping meeting is scheduled to conclude after one hour, i.e. at 7:00 p.m. However, if there are participants who have indicated that they want to provide comments and have not been called on yet to provide their comments, the meeting will remain open until all participates who indicated that they want to provide comments have been given the opportunity to do so.

If you want to provide scoping comments but do not want to state them verbally, you can use the chat function in the Zoom webinar to provide your comments. The image on the screen shows you the location of the chat function on the toolbar at the bottom of your screen. Simply click on the chat function and then just type in your comment. Your chat will go to the project team, and we will save all of the scoping comments received using the chat function.

Please be aware that there is a limit of about 1,000 characters in the chat function. So if you hit your limit, and you still have additional comments, you always can create a separate chat, or you can send in your comments electronically or via U.S. Mail. To

provide comments verbally, you should raise your hand. For those of you online, click on the "raise hand" button on the toolbar at the bottom of your screen.

The image on the screen shows you where this function exists. For those of you on the phone, dial *9 to raise your hand. When a participant raises their hand using either method, we have staff who are monitoring that function, and they will develop a list of people who want to provide scoping comments verbally. This list will be continually updated throughout our meeting, and I will call on people who have requested the opportunity to verbally provide scoping comments.

For those participants using a phone, I will identify you by the last three digits of your phone number. Once your name or last three digits of your phone number have been called as the next speaker, I will allow you to unmute yourself. At that time you will receive a notice asking you to unmute. For those online, just click on that unmute button, and you will be able to talk and be heard. For those on the phone, you will need to dial *6 to unmute yourself.

In either case, once you are unmuted, we would like for you to state and spell your name for the record. In addition, if you are representing an agency or an organization, please state the name of that agency

or organization. Once you have identified yourself, we will start a two-minute clock, and you can provide your scoping comments. If you exceed your two minutes, I will interrupt you and thank you for your comments and encourage you to provide any additional comments in the chat, to use the online comment form, to send an e-mail to Colleen, or to send it in via U.S. Mail.

It is important that we keep to the two-minute time limit, as we want to be fair, and give everyone who is providing comments in this meeting and at the other scoping meetings the same amount of time. If you have provided verbal comments during this meeting and raise your hand to speak again, I will not call on you to provide additional comments. In addition, you will not be permitted to cede your time to another person.

As a reminder, we will accept scoping comments in the chat function until the close of the Zoom webinar. The Zoom webinar will either close at the top of the hour, 7 o'clock, or if we have people who are signed up to speak by 7 o'clock but have not been given the opportunity to do so, the webinar will close after the last person who raised their hand to speak has had the opportunity to provide their scoping comments.

Also, it is important for me to remind everyone to be respectful of others and to use

appropriate language when making comments. These comments will be part of the public record for the project. Finally, please note that given the limitations of conducting these types of meetings virtually, we will not be able to have a question and answer session as part of today's Zoom webinar. However, if you do have a question about CEQA, the CEQA process, or opportunities to provide input, please put that question in a chat.

We have staff monitoring the chat. And if they do see such a question about one of the topics I just mentioned, they will inform Colleen and me, and we will do our best to get that question answered because we want everybody to understand the process and how to provide comments. Any other questions, with respect to the project that are provided in the chat, will be treated as scoping comments.

So with that, we are going to end our presentation, and we will go into the portion of the meeting where you can start to provide comments. So if you would like to provide comments verbally, please go ahead and hit that "raise hand," and I will acknowledge you and be able to unmute you, and then you will be able to provide your comments.

I see I do have one person who has their hand

raised. And forgive me, I am going to totally screw up your name because I can't tell what is the -- it is the first initial "D," and then maybe Likuski. So I am going to start with you. And then Matt -- gosh, Matt, forgive me -- Pourfarzaneh, I think, is how you would say your name, but you are next in line. All right. So for D. Likuski, I am going to unmute you and allow you to talk. Please go ahead and accept that, and let me know if you are -- it looks like you can go, so please state and spell your name, and then we will start the two-minute clock after you have done that.

DAVID LIKUSKI: Thanks, Dave. David Likuski here, D-A-V-I-D, obviously, and then L-I-K-U-S-K-I, and I am representing Hudson Group (phonetic), the retail concessionaire at OAK. I just wanted to say, first of all, thank you for letting me access this webinar. This seems like a really exciting thing that is going on for all of us, and I have been working at OAK now for -- since early '05. One thing, I know you don't have time for a Q and A, but one thing I do want to stress, and maybe you can provide feedback on this is -- BART, as we know since 2014 with the airport connector, has been huge for us and is great to have it going even during the Covid pandemic, even though with less frequency, to still have the trams running.

So one thing I do want to stress with that said is, even though it looks like the new terminal seems to be a bit further away, I don't know exactly where the entrance is going to be. I guess we will have to wait to see the renderings further, but on the guess or assumption that it is going to be close to where Terminal 1 ends, to that northern end, it seems like it is a bit of a walk. So I just kind of wondered or at least wanted to advocate to have maybe a shuttle or something to get people to go from that -- what seems to be a really cool terminal eventually to that BART tram platform, so they don't have to walk too far, especially the elderly and/or people with a lot of baggage, so we can continue to make BART a big part of getting to and from Oakland and making it a very great airport in that regard.

So I see my time is getting low here, so I am going to wrap it up by saying that. Thank you to all three of you, and I just hope that BART is in OAK's future for years to come, provided that there is plenty of riders (unintelligible), so thank you again.

DAVE FULL: All right, great. Thank you, David, for those comments. We will put those in the record. My next speaker is Matt Pourfarzaneh. And Matt, I am going to unmute you, so please go ahead and

accept, and I see you have. So please go ahead, state and spell your name, and then your two minutes will start after that.

MATT POURFARZANEH: Good evening. This is Matt Pourfarzaneh. I am president of CLASS Citizens League for Airport Safety and Serenity. And thank you for allowing me to speak, and you did a wonderful job on my last name. I know it can be difficult. It took me two years to memorize the spelling. So I have three comments that I would like to be considered for study. One is, what assurance or how are we going to assure that the jets from the North Field, it does not get increased than what it is now?

As it is now, we have got problem to control that. So we would like that -- to have a study of how we are going to mitigate the noise from the North Field and stop jets to fly from the north field. The second one is regarding the noise metric that is going to be studied. We would like to make sure that the noise metrics that are used is pre Covid, not the Covid knows metric because they are -- as you know, the noise was down about 80% during the Covid.

And the third one is the -- of course, the very important one is environmental (unintelligible) inclusions because increasing the number of airline --

and this is a very congested area as it is. You know, we are trying to control the air quality. So it would be appreciated if that also is put into consideration, again, pre Covid, not, you know, the Covid, during the Covid. And thank you for allowing me to speak.

DAVE FULL: Thank you, Matt. I appreciate that. Those comments will be entered into the public record. At this point, I don't think I have anybody else with a raised hand. So if you would like to provide a comment verbally, I do encourage you to go ahead and raise your hand to do so. And I would also see -- Colleen, have we gotten anything in the chat that relates to the CEQA or the CEQA process that we can answer?

COLLEEN LIANG: No, we have not.

DAVE FULL: Good, thank you. Jesse, may I ask you to go to slide 21, please? And that is just to remind people of different ways of providing comments by 3:00 p.m. on June the 7th, and that is 3:00 p.m., Pacific Daylight Time. The first way is to send Colleen that e-mail, and her e-mail address is there. And I think we have put it in the chat as well, but let me repeat it for those on the phone. It's Cliang@portoakland.com. The other way to send it in electronically is to use the online form on the project

website, and that also should be in the chat. So if you want to copy it out of the chat, you can.

And that address is www.Oaklandairport.com/terminaldevelopment. I will put a plug in there to send something via U.S. Mail to Colleen at Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California, 94607. And then the other way to do it is, right now here at this Zoom webinar, either through the chat or by raising your hand. And I am looking at my list of attendees, and I do not see that anybody has raised their hand.

And I do see that the address -- the U.S. Mail address also has been added to the chat as well. So if you would like to go ahead and copy it out of there and save it, you will have that address as well. Jesse, will you go to the next slide for me, please? That is just a reminder of how to actually send a chat. And that is just, hit that button at the bottom of your toolbar, that will take you to the chat, and you can go ahead and type in your comment, your scoping comment, in that chat.

Just a reminder, there is that 1,000 character limit. That is actually hard to hit because it actually is quite a few characters to get to 1,000. And Jesse,

just advance it one more, so we can just remind people where the raise hand function is. If you would like to provide a comment verbally, just simply raise your hand by hitting the raise hand button at the bottom of your toolbar, and that way I will be able to see that you have raised your hand. If you are on the phone, dial *9, and that means you will raise your hand, and I will see that you have done that as well.

And then when you are -- when I do recognize that you have raised your hand, I will call on you, and I will unmute you, and then you will be able to state and spell your name and provide your comments. And just a reminder, we do have a two-minute time limit for each person providing their verbal comments. All right. Colleen, I am going to come back to you to see if there is anything in the chat with respect to CEQA or the CEQA process.

COLLEEN LIANG: Sorry. Currently, there are no comments or questions related to the CEQA process.

DAVE FULL: Okay. Colleen, it looks like we might have some time. Would we want to go back and remind people about the proposed project, kind of do a quick overview of the project itself?

COLLEEN LIANG: Yes, please.

DAVE FULL: Okay. And Jesse, I think that --

if you could, Jesse, if you could cue up slide number eleven, that would be great. I will wait for Jesse to do that. Thank you, Jesse. All right. So just kind of as an overview again, the proposed project includes the modernization of Terminals 1 and 2., the existing Terminal 1 check-in and baggage processing functions would be relocated and consolidated in Terminal 2, and the Terminal 1 check-in and baggage claim building itself will be demolished.

Terminal 2 facilities would accommodate the multiple domestic and international airline functions currently being served in the Terminal 1 check-in and baggage claim building, and Terminal 2 would support the two existing concourses associated with Terminal 1 and 2. Modernization of Terminal 1 would include the renovation of the concourse and expansion of the customs and border protection facility that processes arriving international passengers.

Modernization of Terminal 2 would include an expansion of the check-in area, a minor reconfiguration of the baggage screening area, development of a new outbound baggage make-up area and expansion of the inbound baggage area. The proposed project also does include a new terminal. The new terminal would be constructed as a new single-level terminal processor

building with a two-level concourse located north of the existing terminal complex.

The new terminal would provide areas for check-in, passenger security screening checkpoint, baggage claim, and other amenities. New connectors would provide access between the new terminal and the existing terminal complex. Improvements also would be made to the terminal area roadway and curb front configuration adjacent to the new terminal.

Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking, and those areas are shown on the exhibit that is on the screen now. In order to accommodate the new terminal footprint, existing facilities need to be demolished and relocated including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway.

That would require the demolition of the existing Oakland Maintenance Center hanger, otherwise known as the OMC hanger. Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot.

The existing fuel system and potentially the fuel farm would require expansion and upgrades to support the new terminal. And as evident by the various exhibits that we have shown tonight, runway modifications are not part of the proposed project.

All right. Thank you, Jesse, for that, and let's go back and see if we have anybody who has raised their hand. And I do not see any new people that have raised their hand. All right. We have about 20 minutes left. I am hoping that if you do have a comment, you are either putting it in chat, or that you will raise your hand, so you can provide it verbally for us.

Colleen, you are monitoring the chat to see if there is any comments on the CEQA process.

COLLEEN LIANG: Yes, I am, and currently there are no questions regarding -- or related to the CEQA process.

DAVE FULL: Very good, very good. Bryant, would you like to reiterate the need for the project? Is that -- I think that might be helpful for people that are on the -- that are watching and that are on the phone. And if we do that then, Jesse, I am going to -- poor Jesse, I keep jumping around on you, sorry about that, but it would be good to go to slide number 8.

BRYANT FRANCIS: So as we mentioned earlier,

OAK's terminal facilities have experienced congestion during busy periods in the past few years and aging and outdated facilities need to be modernized and replaced. OAK plays an important role as an air transportation provider serving customers throughout the Bay Area and is an essential contributor to the Bay Area regional aeronautical system, so we have an obligation to fulfill this role.

As we are on the road to rebounding from the impacts of the pandemic, it is important to think towards the future, so that we are better positioned to serve the air travel needs of East Bay residents and visitors, and that further fuels our local economy. And the Terminal Modernization and Development Project addresses these needs by modernizing and renovating existing facilities and adding new facilities to provide modern state of the art facilities.

There are three objectives for the Terminal Modernization and Development Project, and we will be, as we did earlier, referring to as the proposed project throughout the presentation. So the first is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers.

The second is to provide a sufficient number of gates, terminal processing facilities, and other

passenger service facilities to efficiently accommodate the existing and future passengers. And the third is to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the airport.

DAVE FULL: Thank you, Bryant.

BRYANT FRANCIS: You are welcome.

DAVE FULL: And I'm looking at my list here. I still do not see anybody who has raised their hand. So what we should do is remind people how they can provide comments. And so Jesse, you are reading my mind. Thank you. Comments on the scope of the EIR should be provided by 3:00 p.m., Pacific Daylight Time on June 7th, 2021. The first way to do it is to send Colleen an e-mail. Colleen Liang is the port environmental supervisor and her e-mail address is Cliang@portoakland.com, or you can send it in electronically by using the online form that we have included on the project website.

That website is www.Oaklandairport.com/terminaldevelopment. The third way is to send it in via U.S. Mail. That would go to the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607. And then the final way to

provide comments is to do that in the Zoom webinar. And I believe staff have been putting all of that information on Colleen's e-mail address, the online form website, and the U.S. Mail address in the chat. So be sure you go in there and grab that if you would like it.

And then, Jesse, go ahead and move it up one slide as well, and we will talk really quickly about how to send the chat. And that is, go on to your toolbar at the bottom of your screen. You should see that chat button. We have that nice yellow arrow and red circle to show you exactly where it is. If you click on that, it will take you to the chat function, and you simply just type in your comment.

There is a 1,000 character limit to your comment. I just want to let you know that. So if you are quite -- if you have quite a few comments and you hit that 1,000 character limit, you can just start another chat, and we will get that comment totally completed that way. The other way is to do it verbally. And that is to raise your hand, and raising your hand is quite easy.

It is right next to the chat button there on the bottom toolbar on your screen. And again, we have used that yellow arrow and red circle to show you exactly where the raise hand is on your toolbar. Just

click on that. We will see that you have raised your hand, and that will then tell me that you want to provide verbal comments. If you are on the phone, none of that will make sense to you, so we have a different way of doing it, and that is to dial *9, and that raises your hand, and we will be able to see that you have raised your hand that way.

When you are called to provide comments, you will unmute yourself. I get to actually do the unmuting. So I know when I have done it, and I will tell you that I have done it. You will get the notification to go ahead and unmute yourself. It is quite easy if you are online. You just click on the unmute yourself button. If you are on the phone, you will get a notice to unmute yourself. And to do that, you will dial *6. Once you have done that, you will state and spell your name.

And once you have stated and spelled your name, and if you are part of an organization, you will tell us that as well, we hope, and then we will start the two-minute time clock for providing your comments. All right. With that, I still do not have anybody that would like to provide comments verbally. And Colleen, I am going to come back to you. We have 12 minutes, but I am going to come back to you and see if we have any

comments with respect to CEQA or the CEQA process.

COLLEEN LIANG: No comments currently on the CEQA notice or process.

DAVE FULL: And I do see we are getting some comments in writing, so thank you for folks who are putting those comments in the chat, very important that we get those, and we are saving those as we get them, so that we can do a complete review of all the comments that we receive and make any changes to how we are going to do the EIR to make sure that we have accommodated the comments that we are receiving. All right.

Jesse, if you will do me a favor, and just go back to -- and we will just show people the various ways to -- yeah, thank you -- to submit. I think that is the important one here to make sure that people do have all the information with respect to how to provide comments. And again, I will just stress providing those comments by 3:00 p.m., Pacific Daylight Time on June 7th, 2021. And those of you that want to do it by U.S. Mail, just make sure you account for the fact that -- of mail delivery.

It doesn't happen instantaneously like electronic, so do account for the mail delivery time when -- if you are sending U.S. Mail for providing your comments. All right. I am looking at my list, and I

still do not see anybody who has raised their hand. So I guess I will tell you, you have ten minutes before 7 o'clock. The meeting will end at 7 o'clock unless we get a flurry of people who have raised their hands and want to speak.

Jesse, if we can, can you go to slide -- what slide do I want you to go to? I would like for you to go to slide 18. Yeah. I just wanted to remind people of the overall CEQA process. It is a fairly prescriptive process. You go step by step. You can see where we are in the process. We are at scoping. We have prepared and distributed the NOP. That was published on May 7th, 2021. The next step after scoping will be to prepare the draft environmental impact report.

As I think I mentioned earlier, we anticipate publication of the draft EIR sometime in 2022. We have a lot of work to do to prepare that draft EIR. So it will take some time to do that, and we do anticipate that being published in 2022. After the draft EIR has occurred, there is public review of the draft, and that is a 45-day public review period. And all of the comments that we get from the public during that 45-day period, we will prepare responses to those comments, and that is what we do when we prepare the final EIR.

We make whatever necessary changes are needed to be made to the draft, and then we also include all responses to all the comments that we receive during that 45-day review period. The final EIR then goes to the port's board of commissioners for them to determine whether they want to certify the final EIR. And certification means that the EIR was prepared in accordance with CEQA and contains all the information that they need in order to make a determination on the project, whether they will approve the project or not approve the project.

The certification is an important step in the CEQA process. So there is opportunities for public input. There is three of them. The first is scoping, which we are doing right now, and that will continue. We will have two more of these meetings tomorrow. One will be at 3 o'clock. The other is at 6 o'clock. Those are also hour-long meetings. We will provide the same presentation at both of those meetings as well and offer the opportunity to provide comments on the scope of the EIR.

So we are in the middle of that public input process on scoping, and that will continue through June the 7th, 2021. Comments are due by 3:00 p.m., Pacific Daylight Time. The second opportunity is that public

review draft -- public review of the draft EIR. And again, we anticipate publishing that in 2022, and there will be a 45-day review period on that draft EIR, so enable people to review it -- to review the draft EIR, and then provide any comments they have on that draft EIR. And then the final opportunity for people to provide comments is during the certification process of the final EIR.

That is going to the port's board of commissioners. They will have an open meeting to consider the certification of the final EIR and will take public comments as part of that meeting. So you do have three different opportunities for input. The opportunity that you have right now is to help shape what goes into the EIR, what things you would like to see are studied and analyzed as part of that draft EIR.

So it really helps us in making sure that we have covered all of the topics that are of importance to government agencies, special interest organizations, and the general public. So this is that opportunity to do that. I think I probably should just -- if we go to the next one then, Jesse, just reminding people of the different ways of providing comments. And while that is up there, I am going to see -- I am going to go check and see if we have anybody who has asked to speak. And

I do not see that.

And then, Colleen, I am going to come to you at least one more time here to see if we have any comments on the CEQA process that have come through in the chat that we can answer.

COLLEEN LIANG: We do not have any comments on the CEQA process right now through the chat.

DAVE FULL: Thank you, Colleen. According to my clock, it is 6:56, so we have four more minutes. We will remain open for four more minutes. So if you would like to provide a verbal comment, your time is ticking. Now you have three minutes because I see it has just changed. So please be sure to do that. We definitely would like to get all the comments we can with respect to what you want to see in the EIR.

This is that opportunity, and so we are hoping that you take advantage of that and do provide us with your comments. I do know that there have been comments that have been coming into the chat, so thank you for those comments. I see that there are some very good ones about particular issues that are of importance to people. So thank you for providing those comments. Those are very useful for us. Okay.

We have two minutes left. So I guess I am going to be kind of saying this is a last call for being

able to raise your hand and provide a verbal comment. So if you have been shy up to now, there is no reason to be. We would love to hear from you, so please do raise your hand if you do have a comment that you would like to provide to us verbally. And again, if you are doing the chat, make sure that you do it before 7 o'clock because if we don't have people lined up to speak, the meeting will be over at 7 o'clock.

So we want to make sure that we get your comments in on chat prior to 7 o'clock because it appears that we probably are not going to get anybody else to raise their hand for providing comments tonight. So please go ahead and finish your comments coming in on chat, so we make sure that we do receive them. We have one minute left, so 60 seconds and counting, for the meeting to be over.

And there, Jesse is showing the raise hand function one more time for anybody who would like to raise their hand and provide a verbal comment.

COLLEEN LIANG: Thank you for participating in our virtual scoping meeting today. Jesse, can you please bring up slide 24? Thank you. As a reminder, if anyone joined late and missed this presentation, the recording of this meeting will be posted on our website where you will be able to view it later. Also, I want

to remind everyone again how to provide comments. You can send an e-mail to me, Cliang@portoakland.com. That is Cliang@portoakland.com. You can also use the online form found on the project website, which is www.Oaklandairport.com/terminaldevelopment, or you can also send comments to me via U.S. Mail at Port of Oakland Environmental Programs and Planning Division, care of me, Colleen Liang, 530 Water Street, Oakland, California 94607.

The mailed comments must be received by 3:00 p.m., Pacific Daylight Time on June 7th, 2021. Please account for mail delivery time to be sure your mailed comments are received on time. You can also participate in the remaining scoping meetings that will be held tomorrow from 3:00 p.m. to 4:00 p.m. and from 6:00 p.m. to 7 o'clock p.m. Our presentation will be the same for all scoping meetings, but you are more than welcome to join those.

Thank you again for participating today. We will now conclude the meeting. Thank you.

(Scoping Meeting Concluded at 7:01 p.m.)

REPORTER'S CERTIFICATE

I, JAMIE ONUKI, a certified shorthand reporter for the State of California, do hereby certify:

That prior to being examined, the witness named in the foregoing deposition was sworn by me to testify to the truth, the whole truth, and nothing but the truth;

That the said deposition was taken down by me in stenotype at the time and place therein stated and thereafter reduced to typewriting under my direction and that the deposition transcript is a true and correct record of the proceedings here held.

I further certify that I am not of counsel or attorney for any of the parties hereto or in any way interested in the event of this cause and that I am not related to any of the parties thereto. Dated this 7th day of June, 2021.



JAMIE ONUKI
Certified Shorthand Reporter
License No. 13904

-

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OAKLAND
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OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT VIRTUAL SCOPING MEETING

Wednesday, May 26, 2021

3:00 P.M.

Jennifer Geraty
Certified Shorthand Reporter
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A P P E A R A N C E S

For the Port of Oakland:

Colleen Liang,
Port of Oakland Environmental Supervisor

Bryant Francis,
Port of Oakland Aviation Director

Dave Full,
Project Manager, RS&H California

Wednesday, May 26, 2021 at 3:00 p.m.
Port of Oakland
530 Water Street, Oakland, CA 94607

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COLLEEN LIANG:

Good afternoon. Thank you for participating in this virtual scoping meeting for the Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development Project. My name is Colleen Liang, Port Environmental Supervisor for the Port of Oakland and the main point of for the environmental process for the Terminal Modernization and Development Project. Joined with me to present today are Bryant Francis, Aviation Director for the Port of Oakland, and Dave Full, Project Manager with RS&H California.

Before we begin our presentation, I would like to go over instructions for closed captioning. If you would like to use closed captioning to participate in this virtual scoping meeting, please click on the button that says, "closed caption" on the toolbar at the bottom of your screen.

I'd also like to take the time now to inform everyone on this Zoom Webinar that we are recording this virtual scoping meeting. We also have a court reporter who will be making a transcript of the meeting. This will assist us in making sure we have captured all comments made during the meeting.

For the past two years, starting in July 2018, the Port has discussed the modernization and development of the Proposed Project, an environmental process with community stakeholders, including the Oakland Airport Noise Forum, and Aviation Stakeholder Advisory Committee.

In September 2020, the Board of Port Commissioners approved entering into an agreement with RS&H California, to provide technical support for environmental review of the Proposed Project. In November 2020, the Port hosted a virtual community engagement meeting to provide an update and gather feedback on the Proposed Project and other upcoming airport projects. In as recent as April 2021, the Port informed the Oakland Airport Noise Forum, as well as the Aviation Stakeholder Advisory Committee of the dates of the Notice of Preparation, or NOP, of the draft EIR, the Environmental Impact Report release and the scoping meeting dates.

The Port is continuing the project discuss -- discussion with today's presentation which will provide you with background information about the project, about the environmental review process, and how you can be involved. Our agenda for the meeting is shown here on the screen. The first topic on the agenda is the introduction of the presenters and the proposed project, which we just went over. Next, we will provide an overview of the Proposed Project, an overview of the California Environmental Quality Act environmental review process.

Following the presentation, we will open up the meeting to allow agencies and the public the opportunity to provide comments on the scope for the Environmental Impact Report. We will provide you with the instructions later in the presentation on how to provide comments during this meeting and also following the meeting. The Port has developed a website for posting information and updates about the Terminal Modernization and Development Project as shown on the screen.

For those on the phone, it is www.OaklandAirport.com/TerminalDevelopment. Again, that's www.OaklandAirport.com/TerminalDevelopment. In addition, we will post the website to the chat if you

want to copy it for later use.

I would now like to introduce Bryant Francis, the Aviation Director for the Port of Oakland, who will provide an overview of the airport. Bryant.

BRYANT L. FRANCIS: Thanks, Colleen.

Good afternoon, everyone, and thank you for joining us. I've served as the Direct -- Director of Aviation for the Port for just over five years. During that time, OAK continued a steady rebound in business activity from the impact of the great recession of 2008 and was approaching record passenger traffic as 2020 began.

The COVID-19 pandemic caused a sharp decline in air travel demand across the globe. Early on, experts predicted it may be 2025 before a full recovery is realized. However, the recovery at OAK is well underway. We are now reaching or surpassing 60 percent of pre-pandemic passenger levels daily.

All indications point to still greater demand as the summer season, which is historically the busiest for air travel approaches. It is certain that the airport will recover, likely sooner than 2025, and the travel needs of the Bay Area residents and visitors will continue to grow from there. That means the time to prepare for the future is now, and we are pleased to

have you with us as this process begins.

At this time, I will provide an overview of our East Bay Economic Asset Oakland International Airport. OAK is a primary commercial service airport, owned and operated by the Port of Oakland. Located in the City of Oakland, OAK comprises 2,600 acres and is bordered by Alameda, to the northwest, San Leandro, to the southeast, and the San Francisco Bay.

The airport includes South Field, which debuted in the early 1960s and accommodates the commercial passenger and air cargo activity, and North Field, which was the original airport and now accommodates corporate and general aviation activity and other supporting facilities. There are four runways at the airport. This includes the primary air carrier runway at South Field and three runways at North Field. The airport is served by numerous passenger and cargo airlines.

In calendar year 2019, OAK accommodated approximately 13.4 million passengers, roughly 640,000 tons of air cargo was processed, and about 242,000 aircraft arrived or departed using its four runways. The airport currently has 29 aircraft gates and two terminals located in South Field.

OAK's aging and outdated terminal facilities

have experienced congestion during busy periods in the last few years, and there's a pressing need to modernize and replace them. OAK, which plays an important role as an air transportation provider, serving customers throughout the Bay Area, and is an essential contributor to the Bay Area regional aeronautical system, has an obligation to fulfill this role.

As OAK is on the road to rebounding from the impacts of the pandemic, it is important to think towards the future so that it is well positioned to better serve the air travel needs of East Bay residents and visitors alike, which further fuels our local economy. The Terminal Modernization and Development Project addresses these needs by modernizing and renovating existing facilities and adding new facilities to provide an enhanced customer experience for all users.

The Port has the following three objectives for the Terminal Modernization and Development Project, or what we will refer to as the Proposed Project throughout this presentation. The first is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers.The second is to provide a sufficient number of gates, terminal processing facilities, and other passenger

service facilities to efficiently accommodate existing and future passengers.

Finally, we aim to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the airport.

Thank you again for your participation today and for your interest in our efforts. Now, I would like to introduce Dave Full with RS&H California, who is the Port's environmental planning consultant for this project. Dave will provide an overview of the Proposed Project, an overview of the California Environmental Quality Act process, and he will moderate the portion of this meeting to obtain comments on the scope for the Environmental Impact Report. Dave.

DAVE FULL: Great. Thank you, Bryant.

Good afternoon, everyone. The first thing I want to show you on the screen is the location of where the Proposed Project would occur within the airport. It is only on a very small portion of the airport on which this Proposed Project would occur. And I wanted to make sure everybody was oriented to that before I really began talking about the Proposed Project.

The Proposed Project includes the modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions

would be relocated and consolidated in Terminal 2, and the Terminal 1 check-in and baggage claim building itself would be demolished.

Terminal 2 facilities would accommodate the multiple domestic and international airline functions currently being served in the Terminal 1 check-in and baggage claim building, and Terminal 2 would support the two existing concourses at the airport.

Modernization of Terminal 1 would include the renovation of the concourse and expansion of the Customs and Border Protection facility, which processes arriving international passengers.

Modernization of Terminal 2 would include an expansion of the check-in area, minor reconfiguration of the baggage screening area, development of the new outbound baggage makeup area, and expansion of the inbound baggage area.

The Proposed Project also would include a new terminal. The new terminal would be constructed as a new, single-level terminal processor building with a two-level concourse, and it would be located north of the existing terminal complex. The new terminal would provide areas for check-in, passenger security screening checkpoint, baggage claim, and other amenities. New connectors would provide access between the new terminal

and the existing terminal complex.

Improvements also would be made to the terminal area roadway and curb front configuration adjacent to the new terminal. Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking, and we are showing that on the figure on your screen.

In order to accommodate the new terminal footprint, existing facilities need to be demolished and relocated, including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area, near Ron Cowan Parkway, which would require demolition of the existing Oakland Maintenance Center Hangar, or the OMC Hangar.

Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. The existing fuel system, and potentially the fuel farm, would require expansion and upgrades to support the new terminal. And as evident by the exhibits we've been showing, the runway modifications are not part of the Proposed Project.

You can review the NOP on the website.

Colleen gave you that website address. I'm gonna give it to you again. It is www.OaklandAirport.com/TerminalDevelopment. And on the website, that NOP will provide information about the Proposed Project and more detailed information and description of the Proposed Project will be included in the draft EIR, which is anticipated to be released next year.

As a discretionary project in the State of California, the Port is required to prepare environmental documentation in compliance with the California Environmental Quality Act, or CEQA.

The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a project prior to its consideration and approval, and to reduce those environmental impacts to the extent feasible.

It is also important to note that the Terminal Modernization and Development Project also will be subject to approval by the Federal Aviation Administration, or the FAA. This means that the Proposed Project will be subject to a separate environmental review process in compliance with the National Environmental Policy Act, or NEPA. Thus, the preparation of an EIR in compliance with CEQA does not

satisfy the requirement to prepare NEPA documentation.

The CEQA process is intended to do the following:

First, enhance public participation in the review process. Second, to encourage informed decisions. Third, to promote coordination between government agencies. And, finally, to identify ways to minimize or avoid the significant affects of a project. CEQA has identified various environmental resource categories that could be affected by a project.

The list is on the screen, and I am going to read it because I think we have people on the phone who can't see the screen, so I will read these out so everybody has a common understanding of these environmental resource categories. They are aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and finally, wildfire.

Through the preparation of the NOP, the Port has determined that the following five environmental

resource categories would not be affected by the Terminal Modernization and Development Project and, therefore, will not be included in the EIR. These include agriculture and forest resources, mineral resources, population and housing, recreation, and wildfire.

The CEQA process is fairly prescriptive in that the lead agency, and in this case, it's the Port of Oakland, must follow the steps as outlined on the screen. At this point in the process, the Port has published the NOP, which indicates the intent of the Port to prepare an EIR for the Proposed Project. And as you can see, we are very early in the CEQA process. We do know that last week several media outlets did report that the draft EIR was published and ready for public review. Let me assure you that is not is true. The only document that has been published as part of this CEQA process is the NOP. And to repeat, we do not anticipate publication of the draft EIR until next year.

There will be three separate documents that are published as part of this CEQA process. As I've indicated, the first is the NOP. That was published on May 7th, 2021.

The second document will be the publication of the draft EIR, and that will only occur after a complete

and thorough analysis of the impacts of the Proposed Project has occurred.

The third will be the final EIR. That document will include any revisions to the draft EIR that are necessary, and also re -- include responses to all comments that the Port receives during the 45-day public comment period.

Let me now talk a little bit about opportunities for public input on the EIR, and there are three significant opportunities for government agencies, special interest organizations, and the general public to provide input into the EIR process. The first is during the 30-day public comment period on the NOP. We are in that 30-day public comment period right now. This is when comments on the content and scope of the EIR should be provided.

The second opportunity is during the 45-day public comment period on the draft EIR. Comments provided during that 45-day public comment period should be focused on the analysis contained in the EIR, and any conclusions that the EIR reaches regarding the impacts of the Proposed Project.

The third opportunity is during the EIR certification process. This is when the Port's Board of Commissioners must determine whether to certify that the

EIR was prepared in accordance with CEQA, and that they have the information on which they could make a decision regarding approval of the project or not approval of the project. Each of these points in the CEQA process when input can be provided is shown on the screen.

So how does one provide comments on this 30-day public comment period on the NOP? There are a variety of ways to do that. And -- and we are hoping that you do these comments based on what you want to see in the EIR -- or the scope of the EIR. This is not the best time to discuss the merits of the project. The most appropriate time for those types of comments will be during the review of the draft EIR or during any certification hearing conducted by the Port's Board of Commissioners.

We are at the point in the process where we want your input on what needs to be included in the EIR. For example, tell us if there are any environmental issues you want to see addressed in the EIR. Tell us if there's a specific type of analysis that should be conducted for the EIR. Is there an environmental resource category that is important to you? And why is it important to you? Is there any additional information regarding the project that should be added to the project description? Thus, we really want you to

be focused on what needs to go into the EIR, and not on any conclusions or opinions regarding the Proposed Project.

So there are four ways to provide comments on the scope of the EIR. The first two are to provide them electronically. You can provide comments electronically -- electronically in the email to Colleen. And her email address is C-l-i-a-n-g@PortOakland.com.

The second way to provide them electronically is to use the online form found on the project website, which again is www.OaklandAirport.com/TerminalDevelopment. And both Colleen's email address, as well as the project website will be posted to the chat so you can go in and copy those for later reference should you want them. I will say that these comments must be received by 3 p.m. Pacific Daylight Time on June 7th, 2021.

The third way to provide comments is to do it via U.S. mail. You can send those comments to Colleen at the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607. And that address also will be posted to the chat, so you can grab that if you need it. Mailed comments must be received by 3 p.m.

Pacific Daylight Time on June 7th, 2021. Please do account for mail delivery to be sure that your mailed comments are received on time.

And the fourth way to provide comments is to do it today during this Zoom Webinar. So official scoping comments will be received both verbally and in writing during this Zoom Webinar. This scoping meeting is scheduled to conclude after one hour or at 4:00. However, if there are participants who have indicated they want to provide verbal comments and have not yet been called on to provide those comments, the meeting will remain open until all participants who indicated that they want to provide comments, have been given the opportunity to do so.

If you want to provide comments but don't want to state them verbally, you can use the chat function in the Zoom Webinar to provide your comments. The image on the screen shows you the location of the chat function on the toolbar at the bottom of your screen. Click on the "chat" function and then type in your comment. Your chat will go to the project team, and we are saving all of those comments that we receive using the chat function.

Please be aware that there is a limit of about a thousand characters in the chat function. So, if you

reach that limit and you still have additional comments, you always can create a separate chat, or you can send in your comments electronically or you can chose to raise your hand and -- and provide them verbally. I will provide that information again at various times during our meeting today, just so you are aware of that.

All right. So if you want to provide comments verbally, all you need to do is raise your hand. For those of you online, click on the "Raise Hand" button on the toolbar at the bottom of your screen.

Jesse, can we advance the slide one? Thank you so much.

The image on the screen shows you where this function exists. For those of you on the phone, you dial star 9 to raise your hand. When a participant raises their hand using either method, we have staff who are monitoring that function, and they will develop the list of people who want to provide scoping comments. This list will be continually updated throughout our meeting, and I will call on people who have requested the opportunity to verbally provide scoping comments.For those participants using a phone, I will identify you by the last three digits of your phone number. Once your name or last three digits of your phone number has been called as the next speaker, I will allow you to unmute

yourself. At that time, you will receive a notice asking you to unmute. Just click on that button. If you're online, just click on the button, and you will be unmuted and you will be able to talk and be heard.

For those on the phone, it will tell you to dial star 6 to unmute yourself. Once you are unmuted, we ask that you state and spell your name for the record, and in addition, if you are representing an agency or -- or an organization, please state the name of that agency or organization.

Once you have identified yourself, we will start the two-minute clock and you can provide your scoping comments. If you exceed your two minutes, I will interrupt you and thank you for your comments and encourage you to provide additional comments, either in the chat, to use the online comment form, to send Colleen an email, or to send it in via U.S. mail.

It's important that we keep to the two-minute time limit, as we want to be fair and give everyone who's providing comments in this meeting an -- and at any other scoping meeting the same amount of time. If you have provided verbal comments during this meeting and raise your hand to speak again, I will not call on you to provide additional comments. In addition, you will not be permitted to cede your time to another

person.

As a reminder, we will accept scoping comments in the chat function until the close of the Zoom Webinar. And as a reminder, the Zoom Webinar will close either at the top of the hour, 4:00, or if we have people who are signed up to speak but have not been given the opportunity to do so, the Webinar will close after the last person who has raised their hand to speak has had the opportunity to provide their scoping comments.

Also, it's important for me to remind everyone to be respectful of others and to use appropriate language when making comments. These comments will be part of the public record for the project. Finally, please note that given the limitations of conducting these types of meetings virtually, we will not be able to have a question and answer session as part of today's Zoom Webinar.

If you have a question about CEQA or the CEQA process or opportunities to provide input, please put that question in a chat. We have staff who are monitoring the chat, and if they see such a question about CEQA, the CEQA process, or how to provide comments, they will inform me and Colleen and we will do our best to get that question answered. We want to make

sure everybody understands the CEQA process and how to provide comments.

Any other questions provided in the chat will be treated as scoping comments. So with that, I am going to stop the presentation, and I am going to go to my list to see if we have anybody who is -- has raised their hand. And I see we do have two people who have raised their hand. Now I have three people. Great.

So the first person that is -- that I recognize is first initial "C," last name Borg. After that person will be Ariella Granett, and then followed by David Gassman.

So, C. Borg, I am hitting the button to allow you to unmute yourself. Please do so, and then please go ahead, state your name and spell it for us, and if you're part of an organization, please tell us that. And then once that's done, we'll -- we'll let you start your comments and we'll start the timer. Thank you.

CARMEN BORG: Thank you.

My name is Carmen Borg, B, like boy, o-r-g and these comments are on behalf of CLASS Community Group in Alameda. We think it's important that the EIR use the current baseline, which is existing conditions when the Notice of Preparation was published. The group would like to see a thorough analysis of air quality,

greenhouse gas, and noise impacts, including single event noise impacts, resulting from additional flights. We'd like to see a full analysis of all the growth, resulting from the 17 additional gates and other development. That's it.

DAVE FULL: Okay. Very good. Thank you much. Appreciate it.All right. Our next speaker is -- and I -- I should have said this in the beginning. If I mispronounce your name, please forgive me for that, but I think it's pronounced Ariella Granett, and then she'll -- she'll be followed by David Gassman. So, Ariella, I am hitting the button to allow you to unmute yourself. Please do so. State and spell your name, and if you're part of an organization, please tell us that as well.

ARIELLA GRANETT: Sure. Thank you for accepting comments today. My name is Ariella Granett, A-r-i-e-l-l-a, Granett, G-r-a-n-e-t-t. I'm a concerned citizen, and we -- I am getting involved with starting a coalition against this airport expansion. And the organization is called Stop OAK Expansion. So, we believe that the draft EIR needs to be framed by the climate emergency.

We have very little time to act on the climate emergency, and California has some ambitious climate

goals, and knowing about aviation accounts for more than seven percent of statewide greenhouse gas emissions, this airport expansion is -- is -- it's -- it's going in the wrong direction. We need to keep fossil fuels in the ground, and we need to build green infrastructure. We've hoped that this draft EIR counts all the climate impacts of the expansion, not just the CO2 emissions of airport construction and operation, but also the CO2 emissions and the climate warming impact of aviation of all of the airplane travel that is coming and going from the airport.

The airport already is harmful to the residents nearby. This EIR needs to count the health impacts -- the mental health impacts from the noise, the health impacts from the increased air pollution in the vicinity of the airport. And related to climate -- the climate emergency, I think it's very important that the EIR consider wildfires and sea level rise. This is all tied together. Wildfires are more severe and frequent than ever before, and we have a very limited window to -- to --

DAVE FULL: Thank -- thank you, Ariella.

ARIELLA GRANETT: -- lower emissions.

DAVE FULL: Thank you. Your two minutes are up. If you have additional comments, please go ahead

and put those in the chat or send them in electronically. Appreciate your comments today.

All right. I have one more speaker, David Gassman. David, I am hitting the button to allow you to unmute yourself. Please do so. State and spell your name and if you're part of an organization, please tell us that as well, and the floor is yours.

DAVID GASSMAN: Thank you very much. Yes, my name is David Gassman. David, you can spell, I'm sure. G-a, two s's, m-a-n, and I am part of a number of organizations, but today I am just representing myself, personally. I do live in Oakland, and I have used and enjoyed the Oakland Airport, but I am concerned that this -- that put -- investing money now -- investing resources now in -- in air travel is a mistake. I know we're all -- we are all hoping that once Covid is managed thoroughly life will return to what we thought was normal years ago. I'm not sure it ever will. That's to some degree beside the point. I -- I've been trying to think of analogies to give you, and one is that I think it's kind of like pipelines. They were -- investing in pipelines is -- is encouraging the use of fossil fuels, something which we have to stop doing. And I think -- I regret to say -- I think air travel is something that we won't have to give way to in the

future. That -- I'm not sure air travel should return to the level which I have used it, and I'm sure some of you have used it in previous years because of all the environmental consequences involved. So I think we really have to think about that very carefully in whatever we do.

I see my time is ending, so I'll go with that, and I have more thoughts and I will put them in writing in the future. Thank you very much.

DAVE FULL: Thank you, David. I appreciate that.All right. I do not see any other hands that are raised, so hopefully people are putting comments in the chat, but if you do want to raise your hand, I will remind those folks on the phone the best -- the only way to do that, actually, is to hit -- or is to dial star 9, and that will raise your hand if you happen to be just on the phone. If you are online and watching this, look at your toolbar, the bottom of your screen. You should see the "Raise Hand" function. All you do is click on that, and magically your hand gets raised and I will be able to see it.

Colleen, I'm going to call on you to see if we have any comments in the chat with respect to CEQA, the CEQA process, opportunities to provide comments. Have we received any questions in that regard?

COLLEEN LIANG: We have not.

DAVE FULL: Okay. Great. Thank you, Colleen. All right. I still don't have any -- anybody else that wants to provide comments verbally, so if you do, please go ahead and raise your hand, and I think what we'll do, Colleen and Bryant, if it's okay with both of you, maybe we could go back and, Bryant, you could give a quick little run through about the reasons for the project as well, just to remind folks to make sure everybody's on the same page with respect to the objectives of -- of the Port.

And I'm gonna ask Jesse to work his magic and bring up the correct slide for -- for Bryant. And the -- I think maybe the next one, Jessie. Yeah, there we go.

BRYANT L. FRANCIS: Great. Thanks for that, Dave. As -- as mentioned earlier, OAK's terminal facilities are aging and they're outdated and we've experienced congestion during busy periods over the past few years. So, we see a need that is becoming more and more important -- pressing to modernize and replace certain of those facilities. We play an important role as an air transportation provider in the Bay Area for both residents as well as visitors, and we have an obligation to fulfill this role. We're on the road to

recovery with the pandemic, and traffic is currently rebounding as we're reaching or surpassing 60 percent on a daily basis of pre-pandemic levels. So, really, the time is now for us to begin to address the future and plan for making the improvements that are going to be required to better position us to serve the air travel needs of East Bay residents and visitors.

So, we do have three project objectives that are listed on this slide and before you now. Those are to modify airport facilities, maximize safety, efficiency, flexibility, and security for passengers to workers. The second is to provide a sufficient number of gates, terminal processing facilities, and other passenger service facilities to officially accommodate -- bless you -- the existing and future passengers. And third is to provide aircraft gates, aircraft parking, and terminal facilities space to accommodate the aircraft fleet forecast at the airport.

DAVE FULL: Thank you, Bryant.

BRYANT L. FRANCIS: You're welcome.

DAVE FULL: Jesse, can you go ahead and go down to slide number 21? And I just want to remind people on different ways of providing comments on the scope of the EIR. These comments are due by 3 p.m. on June 7th, 2021.

The first way to do it is electronically, sending Colleen Liang an email. Colleen is the Port Environmental Supervisor, and her email address is C-l-i-a-n-g@PortOakland.com. And I see Karen is putting up that address in the chat, so you can go grab it, copy it out of the chat if you need it.

The second way is to provide your comments electronically using the online form, and you can find that on the website at www.OaklandAirport.com/TerminalDevelopment. And Karen has also put that website address on the chat as well. The third way is to provide it U.S. mail. And you would mail that to the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607. And as a reminder, again, by 3 p.m. Pacific Daylight Time on June 7th, 2021. And if you do chose to use the U.S. mail, mail it a couple days early just so it gets there on time. That would be important.

The final way to do it is to do it the Zoom Webinar. And if you would, Jesse, thank you so much. You've read my mind. The first way is to send it in via chat. You can see the "chat" button there. We're showing you where it is on your screen. It should be on the bottom toolbar of your screen. We've had that nice

bright yellow arrow and the red circle to show you exactly where it is. All you do is click on that, and you should be able to use that chat function and go ahead and put in your -- your comments. I do caution you that there is a thousand character limit for those comments to -- to put those in the chat. So if you exceed that, just start another chat or go ahead and send comments in electronically.

We treat all comments equally, no matter how we -- how we receive them, verbally, electronically, through the chat. They're all treated equally. So, there's no one method that's better than another to get our attention. They all will receive equal attention. And then, Jesse, if you -- if you would advance one more. Thank you. You also could provide comments verbally. That is to use your raise the hand function. And, again, we use that bright yellow arrow and the red circle to show you where that is on your toolbar if you are online. Just click on that and your name will have a little hand next to it on my screen, and I'll be able to see that you would like to speak.

If you are on the phone and not online, the -- the only way to let me know you'd like to speak is to use the star 9, and that actually raises your hand and I will be able to see that as well. And when that occurs,

I will ask you to unmute yourself, and you'll be able to provide your verbal comments. So that's how we're -- that's how you can go ahead and provide comments to us here today, and that will give you that sort of opportunity. And, again, if -- if -- if you -- after the -- the end of these meetings, if you still are thinking about the project and what you want to see in the EIR, make sure you go ahead and send us those comments either electronically or in the mail so that we can include those as part of our overall scoping of the EIR.

It's important that we -- that we receive those sorts of comments from other government agencies, from interested organizations and the general public to make sure that we are preparing an EIR that -- that does address all of the issues that are of concern and of interest to stakeholders in -- in this particular project.

I'm now looking at my other screen to see if I have anybody who has raised their hand. I do not see anybody who has raised their hand. We have 17 minutes left in -- for this meeting, 'cause it will end at 4:00, unless I get a -- a flurry of people who want to -- who want to speak verbally.

And at this point, I will go and look at

Colleen to see -- Colleen is -- have we received any questions in chat with respect to CEQA or CEQA process, anything like that?

COLLEEN LIANG: We have not at this time.

DAVE FULL: Okay. Thank you.

All right. I think what I will do then is -- Jesse, I'm gonna ask you to -- I'm -- I'm putting you through your paces. I'm sorry, Jesse. I'm gonna ask you to -- to go to slide number -- let's see, which one do I want -- slide number 11, please, 'cause I'm gonna talk a little bit more about the -- the Proposed Project, just to make sure everybody has their -- a common understanding of -- of the Proposed Project, because I think that's really important for people to have that understanding in order to be able to provide good thoughts and comments with respect to the scope of the EIR, what needs to actually be analyzed.

So, the Proposed Project includes the modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions would be relocated and consolidated in Terminal 2. And the Terminal 1 check-in and baggage claim building itself would be demolished. Terminal 2 facilities would accommodate the multiple domestic and international airline functions that are currently being served in the

Terminal 1 check-in and baggage claim building. That's the building that will be demolished. So those -- those functions are moving to Terminal 2. And Terminal 2 also would support the existing Terminal 1 and Terminal 2 concourses.

The modernization of Terminal 1 would include renovation of the concourse and an expansion of the Customs and Border Protection facility. That's the facility that processes arriving international passengers. The modernization of Terminal 2 would include an expansion of the check-in area, configuration of the baggage screening area, development of a new outbound baggage makeup area, and the expansion of the inbound baggage makeup area. So, it is about -- there -- there's a variety of things there in Terminal 2 that's really about making sure that your bag gets to where it needs to be as part of the overall traveling process. The Proposed Project would also include a new terminal. The new terminal would be constructed as a single-level terminal processor building with a two-level concourse. And it would be north of the existing terminal complex. The new terminal would provide areas for check-in, passenger security screening checkpoint, baggage claim, and other amenities. And there would be new connectors that would provide access

between the new terminal and the existing terminal complex, so you'd be able to travel between the new terminal and existing Terminal 1 and Terminal 2.

Improvements also would be made to the terminal area roadway and the curb front configuration that would be adjacent to the new terminal. Replacement and new vehicle parking facilities would be provided to accommodate public and vehicle parking and it would be in a variety of locations. And you can see those locations on the screen.

So, in order to accommodate the new terminal, some existing facilities would need to be demolished and relocated, including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway. And that would, in turn, require the demolition of the existing Oakland Maintenance Center Hangar. That's the big hangar you see as you're driving into the airport on -- on your right.

Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot, and the existing fuel system and the fuel farm could

require expansion and upgrades to support the new terminal. And something else I really need to stress, and as evident by the exhibits you've been seeing, runway modifications are not part of this Proposed Project. All right. Let me go back to my other screen and see if I have anybody who has raised their hand in the meantime, if my comments on the Proposed Project has sparked anybody to provide comments. I do not see that that has occurred. And so, Colleen, I'm gonna go back to you one more time to see if we have any comments whatsoever with respect to the CEQA or CEQA process.

COLLEEN LIANG: We do not have any at this time.

DAVE FULL: Okay. Great. Thank you. Appreciate that.All right. According to my clock, we have 10 minutes left. So if you do want to provide comments in the chat, you have 10 minutes to do that. If you want to provide comments verbally, please go ahead and raise your hand so I can recognize you and unmute you and allow you to -- to speak and to provide your comments.All right. Jesse, I'm gonna ask you to -- once again, to go back to slide number 21, just to continue to remind people how to provide comments. I want to make sure everybody is -- is up to speed on -- on what to do. So, comments on the scope of the EIR are

due by 3 p.m. Pacific Daylight Time on June 7th, 2021. You can send your comments in to Colleen via email, and her email address is C-l-i-a-n-g@PortOakland.com. If you'd rather fill in the online form that we've created on the website, you can provide your comments that way as well. And that website is www.OaklandAirport.com/TerminalDevelopment. And I see Karen is putting those back in the chat as well.

So, again, if you're not fast in writing it down, just go to the chat and you're -- you can easily copy that and save -- save Colleen's email or save the website address for use -- you know, for use in the future. Or you can send your comments in via U.S. mail, and that would go to the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

All right. So, let's see. I'll go back and see if I have anybody else who has raised their hand. I do not see anybody that has raised their hand. I do see that we are still getting some comments coming in via chat, so thank you for -- for that -- for providing comments in that way.

We do have eight minutes left, so if you do want to provide comments, please do so in the chat, or please raise your hand. I'd be happy to call on

somebody to provide comments. All right. Again, if you want to provide comments verbally, please go ahead and click on that "Raise Hand." You'll see that at the bottom of your screen in that toolbar, and it will recognize you as someone who wants to speak, and I'll be able to -- I'll be able to recognize that as well, and I will be able to unmute you to allow you to speak. So, please, if you would like to provide verbal comments, this is your opportunity to do so.

And if you just want to provide comments in the chat, we're happy to accept those comments as well. And looking at my clock, I have 3:54, so we have six minutes remaining in this meeting. This meeting will end at 4:00, unless I have folks who have raised their hand here at the last minute and would like to provide verbal comments. All right. I see some chats have been coming in and I don't -- don't know if they were any that were related to CEQA or the CEQA process. Colleen, this is going by me pretty quickly, so I can't -- I haven't been able to read them. If you could let me know, that would be great.

COLLEEN LIANG: I will. And so far there are no --

DAVE FULL: Okay.

COLLEEN LIANG: -- comments or questions

related to the CEQA process.

DAVE FULL: Okay. Great. Great..

Yeah, I do see we did get a comment from someone saying it would have been nice to be able to speak longer. I can't necessarily disagree with that, but we did make the decision to have a two-minute time limit, and having somebody speak longer than two minutes would not be fair to folks who spoke yesterday, 'cause they were only given two minutes. And we just want to make sure -- we wanted to provide the same amount of time for each -- for each person who wanted to provide comments verbally. So hopefully that -- that you understand why we -- why we have set that up that way.

All right. Let's see, we have five minutes left. I'm going to go back to you, Jesse, and ask you to bring up slide number 21 one more time just so people make sure they have that information with respect to how to provide comments on the scope of the EIR. Those comments are due by 3 p.m. Pacific Daylight Time on June 7th, 2021. One way to do that is to provide -- to send an email to Colleen -- Colleen Liang, the Port Environmental Supervisor. Her address is C-l-i-a-n-g@PortOakland.com.

And Karen, I think, is putting that address in there one more time into the chat so you could do that.

You could go in and copy that and use it for -- for later. And the other way to do it is using the online form that we've developed, and it -- you can find it on the website -- the project website. And that website is www.OaklandAirport.com/TerminalDevelopment.

And then, finally, you can do it via U.S. mail by sending it to the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

And you can still provide comments today in this Zoom Webinar. You have, looks like three minutes left. So you could do that either by sending the chat, and Jesse is ahead of me once again and -- and showing the -- the chat there where you can find that on the -- the toolbar. So go ahead and click on that. You just have now two minutes in order to go ahead and send us that chat.

Do know that you have a thousand character limit. I'm not sure anybody could type a thousand characters in two minutes, but somebody could try maybe. We'll see. And -- and then the other way to do that is to raise your hand. So, I am looking to see if anybody is raising their hand so that I can call on you, should you -- should you want to provide comments verbally. And, again, it's just clicking on that raised hand

function at the toolbar at the bottom of your screen. Or if you're on the phone, dial star 9 and that raises your hand as well.

Okay. We have one minute left before 4:00, so I'm gonna -- I'm gonna go ahead and just stop speaking here, and we'll wait for that 4:00 to -- to come around and then we will close the meeting at that time.

COLLEEN LIANG: It is now 4:00. Thank you for participating in our virtual scoping meeting today. As a reminder, if anyone joined late and missed a presentation, the recording of this meeting will be posted on the website where you will be able to view it later.

Also, I want to remind everyone how to provide comments. You can send me an email at Cliang@PortOakland.com. That's C-l-i-a-n-g@PortOakland.com. You could also use the online form found on the project website, which is www.OaklandAirport.com/TerminalDevelopment. Again, that's www.OaklandAirport.com/TerminalDevelopment. Or you can send comments via U.S. -- U.S. mail to me at Port of Oakland, Environmental Programs and Planning Division, care of me, Colleen Liang, 530 Water Street, Oakland, California 94607.

Mailed comments must be received by 3 p.m.

Pacific Daylight Time on June 7th, 2021. Please account for mail delivery time to be sure your mailed comments are received on time. You can also participate in the remaining scoping meeting that will be held tonight, May 26th, from 6 p.m. to 7 p.m. Our presentation will be the same for all the scoping meetings, but you are more than welcome to join.

Thank you again for participating today. We will now conclude the meeting. Thank you.

(END OF SCOPING MEETING)

REPORTER'S CERTIFICATE

I, JENNIFER GERATY, a Certified Shorthand Reporter for the State of California, do hereby certify:

That the said meeting was taken down by me in stenotype at the time stated, via Zoom, and thereafter reduced to typewriting under my direction and that the transcript is a true and correct record of the proceedings held.

I further certify I have no financial interest in, nor am related to any parties of this cause. Dated this 7th day of June, 2021.

Jennifer Geraty

JENNIFER GERATY, CSR No. 13350

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OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT VIRTUAL SCOPING MEETING

Wednesday, May 26, 2021

6:00 P.M.

Jennifer Geraty
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A P P E A R A N C E S

For the Port of Oakland:

Colleen Liang,
Port of Oakland Environmental Supervisor

Bryant Francis,
Port of Oakland Aviation Director

Dave Full,
Project Manager, RS&H California

Wednesday, May 26, 2021 at 6:00 p.m.
Port of Oakland
530 Water Street, Oakland, CA 94607

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COLLEEN LIANG: Good evening. Thank you for participating in this virtual scoping meeting for the Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development Project. My name is Colleen Liang, port environmental supervisor for the Port of Oakland and the main point of contact for the environmental process for the Terminal Modernization and Development Project.

Joined with me to present today are Bryant Francis, aviation director for the Port of Oakland, and Dave Full, project manager with RS&H California. Before we begin our presentation, I would like to go over instructions for closed captioning. If you would like to use closed captioning to participate in this virtual scoping meeting, please click on the button that says "closed caption" on the toolbar at the bottom of your screen.

I would also like to take time now to inform everyone on this Zoom webinar that we are recording this virtual scoping meeting. We also have a court reporter, who will be making a transcript of this meeting. This

will assist us in making sure we have captured all comments made during the meeting.

For the past two years, the port has discussed the modernization and development of the proposed project and environmental process with community stakeholders including the Oakland Airport Noise Forum and Aviation Stakeholder Advisory Committee. In September, 2020 the Board of Port Commissioners approved entering into an agreement with RS&H California to provide technical support for the environmental review of the proposed project.

In November, 2020 the port hosted a virtual community engagement meeting to provide an update and gather feedback on the proposed project and other upcoming airport projects. In as recent as April, 2021 the port informed the Oakland Airport Noise Forum as well as the Aviation Stakeholder Advisory Committee of the dates of the notice of preparation or NOP of the draft environmental impact report release and the dates of the scoping meetings.

The port is continuing the project discussion with today's presentation, which will provide you with background information about the project, about the environmental review process, and how you can be involved. Our agenda for the meeting is shown here on

the screen. The first topic on the agenda is introduction of the presenters and the proposed project, which we just went over. Next we will provide an overview of the proposed project and an overview of the California Environmental Quality Act review process.

Following the presentation, we will open up the meeting to allow agencies and the public the opportunity to provide comments on the scope for the environmental impact report. We will provide you with instructions later in the presentation on how to provide comments during this meeting and also following this meeting. The port has developed a website for posting information and updates about the Terminal Modernization and Development Project as shown here on the screen.

For those on the phone, it is www.Oaklandairport.com/terminaldevelopment. Again, that is www.Oaklandairport.com/terminaldevelopment. In addition, we will post a website to the Zoom chat, if you want to copy it for later use. I would now like to introduce Bryant Francis, the aviation director for the Port of Oakland, who will provide an overview of the airport. Bryant?

BRYANT FRANCIS: Thanks, Colleen. Good evening, everyone, and thank you for joining us. I have served as the port's director of aviation for just over

five years now. During that time OAK continued a steady rebound in business activity from the impact of the Great Recession of 2008 and was approaching record traffic and pass-through activity as 2020 began.

The Covid-19 pandemic caused a sharp decline in air travel demand across the globe. Early on experts predicted it may be 2025 before full recovery is realized; however, the recovery at OAK is well underway. We are now reaching or surpassing 60% of pre-pandemic pass-through levels daily.

All indications point to still a greater demand as the summer season -- excuse me, as the summer season advances. It is certain that the airport will recover, likely sooner than 2025, and the travel needs of Bay Area residents and visitors will continue to grow from there. That means the time to prepare for the future is now, and we are pleased to have you here as this process begins.

At this time, I will provide an overview of our East Bay economic asset, Oakland International Airport. OAK is a primary commercial airport owned and operated by the Port of Oakland. Located in the City of Oakland, OAK comprises 2,600 acres and is bordered by Alameda to the northwest, San Leandro to the southeast and the San Fransisco Bay.

The airport includes South Field, which debuted in the early 1960s and accommodates the commercial passenger and air cargo activity and North Field, which was the original airport, and now accommodates corporate and general aviation activity and other supporting facilities.

There are four runways at the airport. This includes the primary air carrier runway at South Field and three runways at North Field. The airport is served by numerous passenger and air cargo carriers. In calendar year 2019, OAK accommodated approximately 13.4 million passengers, roughly 640,000 tons of cargo was processed, and about 242,000 aircrafts arrived or departed using its four runways.

The airport currently has 29 aircraft gates and two terminals located in South Field. OAK's aging and outdated terminal facilities have experienced congestion during busy periods in the past few years and there is a pressing need to modernize and replace them. OAK, which plays an important role as an air transportation provider serving customers throughout the Bay Area, and is an essential contributor to the Bay Area regional aeronautical system, has an obligation to fulfill this role.

As OAK is on the road to rebounding from the

impacts of the pandemic, it is important to think towards the future, so that it is well-positioned to better serve the air travel needs of East Bay residents and visitors alike, which further fuels our local economy.

The Terminal Modernization and Development Project addresses these needs by modernizing and renovating existing facilities and adding new facilities to provide an enhanced user experience for all. The port has the following three objectives for the Terminal Modernization and Development Project, or what we will refer to as the "proposed project" throughout this presentation.

The first is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers. The second is to provide a sufficient number of gates, terminal processing facilities, and other passenger service facilities to efficiently accommodate the existing and future passengers. Finally, we aim to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the airport.

Thank you again for your participation today and for your interest in our efforts. Now I would like to introduce Dave Full with RS&H California, who is the

port's environmental planning consultant for this project. Dave will provide an overview of the proposed project, an overview of the California Environmental Quality Act process, and he will moderate the portion of this meeting to obtain comments on the scope for the environmental impact report. Dave?

DAVE FULL: Thank you, Bryant. Good evening, everyone. Thank you for participating. The first graphic I am going to show you on the screen shows the location of where the proposed project would occur within the airport. I think it is important to set that context so people do understand. It is not the entire airport that we are talking about. It is very discreet areas on the airport.

And we will show you some other exhibits to get into more detail, but I think it is important to show you that location of where the proposed project would occur. The proposed project includes the modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions would be relocated and consolidated in Terminal 2. And the Terminal 1 check-in and baggage claim building itself would be demolished.

Terminal 2 facilities would accommodate the multiple domestic and international airline functions

currently being served in the Terminal 1 check-in and baggage claim building. That is the building that would be demolished. And Terminal 2 would support the existing Terminal 1 and Terminal 2 concourses. The modernization of Terminal 1 would include the renovation of the concourse and an expansion of the customs and border protection facility, which is the facility that processes arriving international passengers.

Modernization of Terminal 2 would also include the expansion of the passenger check-in area, a minor reconfiguration of the baggage screening area, development of a new outbound baggage make-up area, and expansion of the inbound baggage area. The proposed project also would include the new terminal. The new terminal would be constructed as a single-level terminal processor building with a two-level concourse, and they would be located north of the existing terminal complex.

The new terminal would provide areas for check-in, passenger security screening checkpoint, baggage claim, and other amenities. In addition, there would be new connectors that would provide access between the new terminal and the existing terminal complex. Improvements also would be made to the terminal area roadway and the curb front configuration adjacent to the new terminal.

Replacement and new vehicle parking facilities would be provided to accommodate public and employee vehicle parking. And we have labeled that as "parking area," and you can see that on the exhibit on the screen on the various locations where parking would occur.

In order to accommodate the new terminal, existing facilities need to be demolished and relocated including some cargo facilities, public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway, which would require the demolition of the existing Oakland Maintenance Center hanger or commonly known as the OMC hanger.

Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. In addition, the existing fueling system and potentially the fuel farm would require expansion and upgrades to support the new terminal. It is very important I also point out and as evident by the exhibits I have shown you, runway modifications not part of the proposed project.

You can review the notice of preparation that Colleen has talked about on the website. And I am going

to repeat that website name. It is www.Oaklandairport.com/terminaldevelopment. And on the website you could find more information about the proposed project. But also be aware that a more detailed description of the proposed project will be included in the draft EIR. We anticipate its draft EIR to be released next year. As a discretionary project in the State of California, the port is required to prepare environmental documentation in compliance with the California Environmental Quality Act or CEQA.

The CEQA process is primarily designed to identify and disclose to both decision makers and the public the significant environmental impacts of a project prior to its consideration and approval and also to reduce those environmental impacts to the extent feasible. It is also important to note that the Terminal Modernization and Develop Project also will be subject to approval by the Federal Aviation Administration or the FAA.

This means that the proposed project will be subject to a separate environmental review process in compliance with the National Environmental Policy Act or NEPA. Thus, it is important to note that the preparation of this EIR in compliance with CEQA does not satisfy the requirement to prepare NEPA documentation.

So the CEQA process is intended to do several things. First, enhance the public participation in the review process. Second, it is to encourage informed decisions by the decision makers. Third is to promote coordination between government agencies, that is between the Port of Oakland and other agencies who may have regulatory powers. And forth, to identify ways to minimize or avoid the significant effects of a project.

CEQA has identified various environmental resource categories that could be affected by any project. And I am going to -- they are listed on the screen, but I am going to go ahead and read them out for folks on the phone to make sure everybody is on the same page with respect to these various environmental resource categories. They are aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal culture resources, utilities and service systems, and finally, wildfire.

Through the preparation of the NOP that Colleen had mentioned, the port determined that the

following environmental resource categories would not be affected by the Terminal Modernization and Development Project and therefore will not be further included in the EIR. There are five of these environmental resource categories, and they are agriculture and forest resources, mineral resources, population and housing, recreation, and wildfire. The CEQA process is fairly prescriptive, in that the lead agency -- and in this project, the Port of Oakland is the lead agency, that the lead agency must follow the steps outlined on the screen.

At This point, the port has published the NOP, and that document provides the intent of the port and indicates to everyone that the port plans to prepare an EIR for the proposed project. As you can see, we are very early in the CEQA process. We know that last week several media outlets did report that the draft EIR was published and was ready for public review. Let me ensure you that that is not true. The only document that has been published as part of this CEQA process is the NOP. And I will reiterate that we do not anticipate publication of the draft EIR until next year.

The CEQA process has three separate documents that are published as part of that process. As I have indicated, the first is the notice of preparation. That

document was published on May 7th, 2021. The second document will be the publication of the draft EIR. That publication will occur only after a complete and thorough analysis of the project has occurred, and we have identified every impact that could occur as a result of project implementation.

The third document will be the final EIR. This document will include any revisions that need to be made to the draft EIR, and it will also include responses to all comments that are received on the draft EIR. And I am next going to talk about the opportunities for public input and how one provides comments to both the NOP as well as the draft EIR.

There are three significant opportunities for other government agencies, for special interest organizations, and the general public to provide input into the EIR process. The first is during the 30-day public comment period on the NOP. We are in the middle of that 30-day comment period. This is when comments on the content and the scope of the EIR should be provided.

The second opportunity is during the 45-day public comment period on the draft EIR. Comments provided during that period should be focused on the analysis and conclusions contained in the draft EIR regarding the impacts of the proposed project. The

third opportunity will be during the EIR certification process. This is when the port's board of commissioners must determine whether to certify that the EIR was prepared in accordance with CEQA, and that they have the information on which they can make a decision regarding whether to approve the project or not.

Each of these points in the CEQA process, when input can be provided, is shown on the screen. And you could see how they fit into when documents are published as well. So how does one provide comments? Well, there are a variety of ways to do that, to provide those comments on the scope of the EIR.

I will say that at this point in our 30-day public comment period on the NOP, it is not the best time to discuss the merits of the project, the more appropriate time for those types of comments will be during the review of the draft EIR or during any certification hearing conducted by the port's board of commissioners. We are at the point in the process where we want your input on what needs to be included in the EIR.

For example, tell us if there are any environmental issues you want to see addressed in the EIR. Tell us if there is a specific type of analysis that should be conducted for the EIR. Tell us if there

is a specific environmental resource category that is important to you, and tell us why it is important to you. Tell us whether you think there needs to be additional information regarding the project that should be added to the project description.

Thus, we should really be focused on what needs to go into the EIR and not on any conclusions or opinions regarding the proposed project. So there are four ways to provide comments on the scope of the EIR. The first two are to provide your comments electronically. You can do that by sending an e-mail to Colleen. And I am going to give you her e-mail address. It is Cliang@portoakland.com. And I believe Karen is actually also including Colleen's e-mail address in the chat.

So if you would like to copy it out of the chat and save it for future reference, please go ahead and do so. The other way to provide comments electronically is to use the online form that you can find on the project website. And I will repeat that project website. It is www.Oaklandairport.com/terminaldevelopment. And I believe Karen will also be putting that address in the chat. So if you want to copy it there, please go ahead and do so.

Comments must be received by 3:00 p.m., Pacific daylight time on June 7th, 2021. The third way to provide comments is to do it via U.S. Mail. You can send those comments directly to Colleen Liang at the port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607. These mailed comments must be received by 3:00 p.m., Pacific daylight time on June 7th, 2021.

Please account for mail delivery to be sure your mailed comments are received on time. The fourth way to provide comments is to do it today during this Zoom webinar. And I will give you the details associated with that next. Official scoping comments will be received verbally and in writing during this Zoom webinar. This scoping meeting is scheduled to conclude after one hour. However, if there are participants who have indicated that they want to provide comments and have not been called on yet to provide their comments, the meeting will remain open until all participants who indicated they want to provide comments have been given the opportunity to do so.

If you want to provide comments but don't want to state them verbally, you can use the chat function in

the Zoom webinar to provide those comments. The image on the screen shows you the location of the chat function on the toolbar at the bottom of your screen. Simply click on the chat function, and then you can type in your comment. Your comment will go straight to the project team, and we are saving all of those comments that we have received using the chat function.

Please be aware that there is a limit of about 1,000 characters in the chat function. So if you do hit that limit, you won't be able to type anymore. So if you have put a lot in there, and you can't type anymore, you have hit the limit. So if you still have additional comments beyond that, you can do several things. You could always create a separate chat. You can go back and click on "chat" and do a separate chat, or you can send in your comments electronically in the ways that I have described it, or send them in via U.S. Mail.

To provide comments verbally, you will need to raise your hand during this meeting. For those of you online, the way to do that is to click on the "raise hand" button on the toolbar at the bottom of your screen. And the image we are showing you on the screen shows you where this function exists. For those of you on the phone who would like to raise your hand, dial *9. When a participant raises their hand using either

method, we have staff who are monitoring that function, and they will develop a list of people who want to provide scoping comments.

That list will be continually updated, and I will call on people who have requested the opportunity to verbally provide scoping comments. For those participants using a phone, I will identify you by the last three digits of your phone number. Once your name or the last three digits of your phone number have been called as the next speaker, I will allow you to unmute yourself. I will click on a button, and then you are going to be asked to unmute yourself.

You will receive a notice -- if you are online, you will receive a notice asking you to unmute. Just click on that -- on that "unmute" button, and you will be able to talk and be heard. For those on the phone, it is also quite simple. When you receive the notice to unmute yourself, you just dial *6, and that will unmute yourself.

Once you are unmuted, please state and spell your name for the record. In addition, if you are representing an agency or an organization, please state the name of that agency or organization for the record. Once you have identified yourself, we will start a two-minute clock, and you can provide your scoping

comments. If you do exceed your two minutes, I will interrupt you and thank you for your comments, and encourage you to provide additional comments, either in the chat, using the online comment form, sending an e-mail to Colleen, or sending it in via U.S. Mail.

It is important that we keep to the two-minute time limit, as we want to be fair, and give everybody who is providing comments in this meeting and who provided comments in the other scoping meetings the same amount of time. If you have provided verbal comments during this meeting and raise your hand again to speak, I will not call on you to provide additional comments. You should be encouraged to use the chat or the electronic or U.S. Mail opportunities to provide those comments.

In addition you will not be permitted to cede your time to another person. As a reminder, we will accept scoping comments in the chat function until the close of the Zoom webinar. The Zoom webinar will either close at the top of the hour, that is 7o'clock, or if we have people who are still signed up to speak but have not been given the opportunity to do so, the webinar will close after the last person who raised their hand to speak prior to -- raised their hand prior to 7 o'clock to speak, has had the opportunity to provide

their scoping comments.

It is important for me to remind everybody to be respectful of others and to use appropriate language when making comments. These comments will be part of the public record for the project. And I believe Colleen said at the beginning that this scoping meeting is being recorded. Finally, please note that given the limitations of conducting these types of meetings virtually, we will not be able to have a question/answer session as part of today's Zoom webinar.

If you have a question about CEQA, the CEQA process, or the opportunities to provide input, please put that question in a chat. Staff are monitoring the chat. And if they see such a question about any of those topis I just mentioned, they will inform Colleen and me, and we will do our best to get that question answered. We want to make sure everybody can participate in the -- in providing comments on the scope of the EIR.

Any other questions provided in the chat that are not related to CEQA, the CEQA process, or opportunities to provide input, will be treated as scoping comments. So with that, I am going to stop talking and see if anybody would like to provide comments. So if you would, please go ahead and raise

your hand using that raise hand function on the toolbar on the bottom of the screen, or if you are on the phone, go ahead and dial *9, and that will tell us that you would like to speak as well.

So I am looking at my list here, and I do not see that we have anybody who would like to speak at this point. Okay. And I don't think there are any comments that have come in via chat yet either.

COLLEEN LIANG: That is correct, Dave.

DAVE FULL: Okay. Very good. Thank you. So please, if you do want to provide a comment, please go ahead and hit the "raise hand." We will be here until 7 o'clock, so definitely -- definitely, you have time to do so, but we would encourage anybody who wants to provide a virtual -- or I should say a verbal comment, to go ahead and raise your hand. All right. I am not seeing anybody raising their hand yet.

Colleen and Bryant, I think we have some shy people there that are not going to provide us any comments tonight. Jesse, I am going to ask you to go back to slide number -- I think it is No. 8. And Bryant, I am going to ask you -- I am putting you on the spot, to go back and provide the need for the project and the objectives that the port has for this project.

BRYANT FRANCIS: Sure, Dave. So the three

objectives for the project really are centered around the activity that has been experienced at the airport over the years, the congestion, the aging facilities, and the need to modernize and replace them. We have come up with three objectives for what we are calling the Terminal Modernization and Development Project. And the first of those objectives is to modify airport facilities to maximize safety, efficiency, flexibility, and security for passengers and workers. The second is to provide a sufficient number of gates, terminal processing facilities, and other passenger service facilities to efficiently accommodate the existing and future passengers.

And the third is to provide aircraft gates, aircraft parking, and terminal facility space to accommodate the aircraft fleet forecast at the airport.

DAVE FULL: All right. Thank you, Bryant. And I am looking at my list here. I still do not see any raised hands, and I see no comments on CEQA or the CEQA process. So what I am going to ask Jesse to do next is to go down to slide -- I believe it is slide 11. And I will go through and do a review of the project again just to make sure everybody is on the same page with respect to what is included in the project.

So the proposed project includes the

modernization of Terminals 1 and 2. The existing Terminal 1 check-in and baggage processing functions would be relocated in Terminal 2. And that is because the Terminal 1 check-in and baggage claim building itself would be demolished. Terminal 2 then would accommodate the multiple domestic and international airline functions that were being served in the Terminal 1 check-in and baggage claim building. Terminal 2 also would support the existing Terminal 1 and Terminal 2 concourses.

The modernization of Terminal 1, we talked about the check-in and baggage claim building being demolished, but the remainder of Terminal 1 would be modernized and would include the renovation of the concourse and the expansion of the customs and border protection facility. That facility processes arriving international passengers coming into OAK.

The modernization of Terminal 2 also would include the expansion of the passenger check-in area, a minor configuration of the baggage screening area, development of a new outbound baggage make-up area, and expansion of the inbound baggage area. So there is a lot of behind-the-scenes, sort of, improvements in modernization for Terminal 2 with respect to how baggage gets to the aircraft and from the aircraft back in to

baggage claim.

The proposed project also includes a new terminal. The new terminal would be constructed as a single-level terminal processor building. So the front of the house where there is the passenger check-in and baggage check-in would be a single-level processor building, and then there would be a two-level concourse that would be located north of the existing terminal complex.

The two-level concourse is where the aircraft gates, the hold rooms, concessions, those sorts of facilities would be provided. So the new terminal would provide areas for passenger check-in, passenger security screening, baggage claim, and the other amenities. There would be new connectors that would provide access between the new terminal and the existing terminal complex. So you would be able to travel between the new terminal and both Terminal 1 and Terminal 2.

Improvements also would be made to the terminal area roadway and curb front configuration that would be adjacent to the new terminal. You have to be able to have people drop passengers off and pick passengers up, and so there is some improvements that need to be made to that roadway and curb front to allow for that to happen. Replacement and new vehicle parking

facilities also would be provided to accommodate public and employee vehicle parking.

Now, in order to accommodate the new terminal, some existing facilities would need to be demolished, and those facilities would need to be relocated. And that includes some cargo facilities, some public parking, and airline provisioning. Replacement facilities for cargo would be relocated within the terminal area near Ron Cowan Parkway. That would require the demolition of the existing OMC hanger or Oakland Maintenance Center hanger. That is that big building that you see when you are driving into the airport. It is on the right as you are coming into the airport. That would be demolished to accommodate the replacement facilities for cargo.

Replacement facilities for airline provisioning and catering buildings and a new consolidated receiving and distribution center would be constructed northeast of the existing main parking lot. And finally, the existing fueling system and potentially the fuel farm would require expansion and upgrades to support the new terminal. And I don't think I could repeat it enough to say that runway modifications are not part of the proposed project. The airport has four runways. The airport will continue to have four runways

in the future. This project does not change any of that.

All right. Let me see now if I have anybody who has raised their hand, and I see that I do not have anybody who has raised their hand. I am going to go, Colleen, over to you to see if anybody has put a question in our chat that are -- that is related to CEQA or the CEQA process.

COLLEEN LIANG: We don't have any at this time.

DAVE FULL: Okay. Thank you, Colleen. All right. So it is 6:41. We will be here until 7 o'clock, so we have 19 more minutes for folks to provide comments. If you so want to -- if you so want to do so, we would be happy to take those comments. I will say that all comments that we receive, whether it be during this Zoom webinar, if it is verbally or by chat, or if you send it in to Colleen on her e-mail or on the online form, the website, or even U.S. Mail, all comments are treated equally and will make their way into a scoping report that will help us finalize the scope for preparing the draft EIR.

So this really is the time to provide us with your thoughts regarding the scope of the EIR, so that we can make sure that the analysis that we are doing is

consistent with the topics and the analysis that agencies, interested organizations, and the general public would like for us to include in the draft EIR. And Jesse, I am going to ask you next to go to slide number 21, please. I just want to remind everybody of the various ways providing comments on the scope of the EIR.

The first way is to provide it electronically, and that would be to send an e-mail to Colleen. Her e-mail address is Cliang@portoakland.com. And I think Karen is putting that e-mail address in the chat. So if you want to go in and copy that for future reference, please do so. The other way to provide comments electronically is to use the online form, and you can find that form on the project website. And that website is www.Oakland airport.com/terminaldevelopment. The third way to provide comments is via U.S. Mail. Send those comments to Colleen at Colleen Liang, Port of Oakland, Environmental Programs and Planning Division, 530 Water Street, Oakland, California 94607.

All comments must be received by 3:00 p.m., Pacific daylight time on June 7th, 2021. That is our 30-day public comment period on the NOP. If you are choosing to send comments via U.S. Mail, please account for mail delivery to be sure your mailed comments are

received on time. We want to make sure we do receive every comment that is being provided to us. All right. Let me go back and take a look at my list to see if anybody has raised their hand, and I do not see any hands raised.

And I don't think I see any comments that we need to respond to. Is that correct, Colleen? Are you sure I am looking at the right thing?

COLLEEN LIANG: That is great.

DAVE FULL: Okay, great. Thank you. All right. We do have 15 more minutes I have 645 on my clock. We do have 15 more minutes for folks to provide us comments either verbally or in the chat. Karen continues to provide information in the chat with respect to how to provide comments. So please go in there, if you need to, and copy that for your future reference. If you do want to send a comment via chat on the screen there, we will show you how to do it.

You just click on that chat function. The chat function will be at the bottom of your screen on the toolbar. We have highlighted it for you here on the screen, that nice yellow -- bright yellow arrow and the red circle will tell you exactly where you will find that chat function. If you go ahead and hit that chat function, you will be able to then type in your comments

on what you would like to see for the scope of the EIR.

And I do caution you that it does have a 1,000 character limit, that is a lot of typing. But if you have a lot to say, just be aware of that limit. You always can send more than one chat. We have had folks at previous meetings who have sent multiple chats as part of their comments, so feel free to do that as well. You are not limited on the number of chats that you provide to us in this meeting. If you want to provide us with a comment verbally, you will need to use the raise hand function.

Again, that is also found on the bottom toolbar on your screen. It is right next to the chat function. The raise hand function is there. Again, we have highlighted it here on the screen for you with that bright yellow arrow and the red circle to show you where that raise hand function is. Very simply, you just click on it. What happens is that I then see that you have raised your hand, and I will know that you will want to speak.

If you are just on the phone but also would like to raise your hand and provide a verbal comment, the way to do that is to dial *9 on your phone, and that will also indicate to me that you have raised your hand. If you do raise your hand, I will see that. I will then

know that you would like to provide a comment. I will call on you to provide the comment, and then I will ask you to unmute yourself. And if you have any issues with that, I can walk you through unmuting yourself as well, but it is very easy to do.

Once you do unmute yourself, I am going to ask you to state and spell your name, and then identify if you are part of an organization. It is only after you have given that background information that we -- and then begin to talk, that is when we will start the two-minute time limit. So stating and spelling your name and providing that organization does not count against you -- against your two-minute time limit.

All right. Let's see, I am looking back over to see if anybody has raised their hand, and I do not see that that has occurred. And I am looking and I see -- thank you, Karen. I see that there are no chat comments. Thank you for letting me know, Karen. I appreciate that. All right. We do have ten minutes left in the meeting before 7 o'clock. So if you do want to give us a comment, please -- now is the time to go ahead and raise your hand, so I can call -- recognize and call on you, so that you can provide that comment.

All right. I still don't see anything. I don't see any chats. Why don't we go -- Jesse, would

you go back to slide -- which one do I want? I would like slide number 18, please. Great. I think I will just go through and talk about the EIR process one more time to make sure everybody is aware of the process and where we are in the process and how input can be provided.

So on the screen right now, you will see that there is a flowchart that shows the steps that are part of the CEQA process. We have indicated that the port has published the NOP or the notice of preparation. That document basically indicates that the port intends to prepare an EIR for the proposed project. And it is the first, kind of, step in the CEQA process, and so we are very early in that CEQA process. And I will say -- and I am going to repeat this. I know I am repeating it, but I think it is really important that there were several media outlets last week that reported that the draft EIR was published.

It kind of took us by surprise that they indicated that the draft EIR was published and ready for public review. We did communicate with those media outlets, that that was not the case, and we corrected that. So I want to make sure everybody is aware of where we are in the process. We have just published the NOP, and the draft EIR is not going to be published

until we actually do our analysis of the impacts associated with the proposed project, and we anticipate that the publication of that draft EIR will occur next year.

So Jesse, if would you move to the next one. Thank you. You know, there are three separate documents that are published as part of the CEQA process. The first we keep talking about, but the first is the notice of preparation. That was published on May 7th, 2021, and that started that 30-day clock, which is why we ask for your comments by June 7th, 2021. The second document that will be prepared is the draft EIR. And as I have indicated, that will only occur after we have completed our thorough analysis of the impacts of the proposed project.

And then the final document will be -- or the third document and, I guess, final document will be the final EIR. That document will include any revisions to the draft EIR that are necessary and also respond to any comments in that the port receives during the public comment period on the draft EIR. So there are three significant opportunities for comments to be provided into the EIR process.

These comments can be provided from any government agency, special interest group, general

public, anybody who wants to be involved in the process can provide input into the process. So that first opportunity we are in the middle of right now, and that is the 30-day public comment period on the NOP. This is the time to provide us comments on what should be included in the EIR.

The second opportunity for public comment is the 45-day public comment period on the draft EIR. And comments at that time really need to be focused on the analysis and the conclusions that are contained in the draft EIR. The third opportunity to provide comments is during the EIR certification process. That is when the port's board of commissioners have to determine whether they want to certify that the EIR was prepared in accordance with CEQA and also then make a decision on whether they want to approve or not approve the project.

So each of those processes -- each of those opportunities for public input in the CEQA process is provided there on the screen, so you can see when you have those opportunities. Then I would ask -- if we go down, I think, just one more slide, I will just quickly go over the ways to provide those comments on the scope of the EIR.

The first one is to provide it electronically, and that can be done in e-mail to Colleen at

Cliang@portoakland.com. The second way is to provide it electronically as well using the online form that we have put on the project website, and that project website is www.Oaklandairport.com/terminaldevelopment. And the third way is via U.S. Mail to send those comments to the Port of Oakland, Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607.

And just a reminder that all comments regarding the scope of the EIR must be received by 3:00 p.m., Pacific daylight time on June 7th, 2021. And if you are choosing to use U.S. Mail to provide your comments, make sure you mail them early enough so Colleen receives them by 3:00 p.m., Pacific daylight time on June 7th. Let's see if I have anybody who has raised their hand. And I do not see that anybody has.

And then I am going to go look again, Karen, to see if we have any comments, and Karen tells me we do not have any comments that we need to respond to with respect to CEQA and the CEQA process. We are at 6:57, so less than three minutes for you to raise your hand or to provide your comments in a chat. Colleen, do you see any comments that need to be responded to?

COLLEEN LIANG: No, I do not see any comments right now.

DAVE FULL: Thank you, Colleen. Jesse, if you would just go back to slide 21. You are on 23 now, so just up two. I just want to have that up there for people to see in case they still need the website or Colleen's e-mail or even the mailing address for Colleen. So if we could just leave that up for the time being, that would be great. All right. I still don't have anybody that has raised their hand. So if you would like to do, so I am hoping you will do it now because we are less than two minutes until we get to 7 o'clock.

And we are less than one minute. If you do want to provide a comment verbally, please go ahead and raise your hand, so I can recognize you before we hit our 7:00 p.m. cutoff point. Colleen and Bryant, I don't know if we are going to get anybody that wants to provide a comment verbally tonight, and I know that we have been looking at the chat as well. And I don't think, Colleen, we have anybody who has asked a question in the chat that we need to respond to.

COLLEEN LIANG: We do not. And it is now 7:00 p.m. So thank you, Dave. And I would like to thank you all for participating in today's virtual scoping meeting. As a reminder, if anyone joined late and missed the presentation, the recording of this

meeting will be posted on the website where you will be able to view it later.

Also, I want to remind everyone how to provide comments again. You can send an e-mail to me at Cliang@portoakland.com. That is Cliang@portoakland.com. You can also use the online form found on the project website, which is www.Oaklandairport.com/terminaldevelopment, or you can send me comments via U.S. Mail at Port of Oakland Environmental Programs and Planning Division, care of Colleen Liang, 530 Water Street, Oakland, California 94607. The mailed comments must be received by 3:00 p.m., Pacific daylight time on June 7th, 2021. Please account for mail delivery time to be sure your mailed comments received on time.

Thank you again for participating today. We will now conclude the meeting. Thank you.

(Scoping meeting concluded at 7:01 p.m.)

REPORTER'S CERTIFICATE

I, JAMIE ONUKI, a certified shorthand reporter for the State of California, do hereby certify:

That prior to being examined, the witness named in the foregoing deposition was sworn by me to testify to the truth, the whole truth, and nothing but the truth;

That the said deposition was taken down by me in stenotype at the time and place therein stated and thereafter reduced to typewriting under my direction and that the deposition transcript is a true and correct record of the proceedings here held.

I further certify that I am not of counsel or attorney for any of the parties hereto or in any way interested in the event of this cause and that I am not related to any of the parties thereto. Dated this 2nd day of June, 2021.

Jamie Onuki

JAMIE ONUKI
Certified Shorthand Reporter
License No. 13904

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