

APPENDIX P
DRAFT EIR COMMENTS AND RESPONSE
TO COMMENTS

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P.1 INTRODUCTION

This appendix contains a list of comments received from the public, organizations, regulatory agencies, and municipalities concerning the Environmental Impact Report (EIR) during the 90-day comment period (July 17, 2023, through October 16, 2023) and the Port's response to those comments.

Following this introduction, **Section P.2** provides a list of all commenters grouped by agency, by organization, and by individual members of the public. Within the groupings, comment letters are organized in alphabetical order by affiliation or last name (or first name if no last name was provided).

Section P.3 contains global responses to issues that were raised by multiple commenters. The global responses are intended to provide a comprehensive overview of the issue and are supplementary to the responses to specific comments contained in **Section P.4**.

Section P.4 contains copies of comments received during the comment period and provides responses to those comments. Comments were received in written format or as oral comments transcribed by a stenographer during the in-person or virtual public draft meetings held on August 15, 2023, or on August 30, 2023. Comments were also received by U.S. mail, email, and electronically via the project website

<https://www.oaklandairport.com/terminaldevelopment/>. Each comment is provided in its full form and is identified by an alpha-numeric code. Additional numbering is applied to discrete comments contained within a comment submittal, as annotated in the margin. The responses to all of the comments in a particular submittal are organized based on that submittal. Where a response includes a change to the EIR, a reference is made to the chapter or section in the EIR where the change was made and identifies what the change is.

Section 1.7 contains a summary of revisions/edits to the EIR, reflecting necessary additions and corrections to address the agency comments, organization comments, public comments, or responses to comments, or initiated to correct the EIR. Text changes appear in order of the page number in the EIR on which the change is made.

P.2 LIST OF COMMENTERS

The tables below provide an indexed list of all agency, organization, and public commenters.

Table P-1 lists agency commenters, **Table P-2** list organization commenters, and **Table P-3** lists members of the public who provided comments. To facilitate the cataloging of all comments that were received, codes were developed that consist of a letter and a number to identify each commenter, and additional sub-numbers were assigned to discreet comments when multiple comments are contained within one form. The letter identifies the type of commenter as follows:

- A = Agency (Federal, State, Regional, or Local)
- O = Organization
- P = Public

The number that follows each letter identifies a specific commenter. For example, the code “P-37” identifies an individual public commenter as listed in **Table P-3**. The name listed is the name that was provided with the comment or was transcribed during an oral comment. The affiliation is the agency, organization, or group that the commenter submitted a comment on behalf of or that they self-identified in their comment. The date is the date that the comment was received. The submission type is how the comment was submitted to the Port and includes: letter, online (website form), email, oral, written, or zoom chat.

P.2.1 Agencies Commenting on the Draft EIR

The following table identifies agencies that submitted comments on the Draft EIR during the comment period.

TABLE P-1
AGENCY COMMENTERS

Commenter Number	Name	Affiliation	Date	Submission Type
A-1	Aleida Andriño-Chavez	Alameda County Department of Transportation	Sep 15, 2023	Email
A-2	Kimi Watkins-Tartt and Nicholas Moss	Alameda County Public Health Department	Oct 16, 2023	Email
A-3	Diana Perez-Domencich	Bay Area Air Quality Management District	Oct 11, 2023	Email
A-4	Mark Tang	Bay Area Air Quality Management District	Oct 16, 2023	Email
A-5	Jennifer Ott, City Manager	City of Alameda	Oct 16, 2023	Email
A-6	Cindy Lemaire	City of San Leandro	Oct 16, 2023	Email
A-7	Christopher Jones	Federal Aviation Administration	Jul 31, 2023	Email
A-8	Katherine Pan	San Francisco Bay Conservation and Development Commission	Oct 16, 2023	Email
A-9	Connell Dunning	US Environmental Protection Agency	Oct 16, 2023	Email

P.2.2 Organizations Commenting on the Draft EIR

The following table identifies organizations that submitted comments on the Draft EIR during the comment period.

TABLE P-2
ORGANIZATION COMMENTERS

Commenter Number	Name	Affiliation	Date	Submission Type
O-1	Rochelle Towers	1000 Grandmothers for Future Generations	Aug 15, 2023	Oral
O-2	Jack Lucero Fleck	350 Bay Area	Aug 15, 2023	Website
O-3	Jack Fleck	350 Bay Area	Aug 15, 2023	Oral
O-4	Cecilia Wang	Cantamar Neighbors	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
O-5	Scott Hochberg	Center for Biological Diversity	Aug 9, 2023	Email
O-6	Scott Hochberg	Center for Biological Diversity	Aug 15, 2023	Oral
O-7	Stuart M. Flashman	Center for Biological Diversity	Oct 13, 2023	Email
O-8	Scott Hochberg	Center for Biological Diversity	Oct 16, 2023	Email
O-9	Mona Afary	Center for Empowering Refugees and Immigrants	Oct 16, 2023	Email
O-10	Jon Hamilton	Citizens League for Airport Safety and Serenity (CLASS)	Aug 3, 2023	Email
O-11	Sara L. Breckenridge	Citizens League for Airport Safety and Serenity	Oct 16, 2023	Email
O-12	Whitney Grover	Golden Gate Bird Alliance	Oct 16, 2023	Email
O-13		Keep It Down Up There	Sep 16, 2023	Online
O-14	James T. Nelson	Keep Jets Over the Bay	Oct 16, 2023	Email
O-15	Daniel Levy	Oakland Heritage Alliance	Oct 16, 2023	Email
O-16	Sanjay Garla	SEIU United Service Workers West	Aug 30, 2023	Oral
O-17	Casey Coward	SEIU United Service Workers West	Aug 30, 2023	Oral
O-18	Casey Coward	SEIU United Service Workers West	Oct 16, 2023	Website
O-19	Casey Coward	SEIU United Service Workers West	Oct 16, 2023	Email
O-20	--	Sky Posse Palo Alto	Oct 15, 2023	Email
O-21	Ariella Granett	Stop OAK Expansion Coalition	Aug 10, 2023	Email
O-22	Ariella Granett	Stop OAK Expansion Coalition	Aug 30, 2023	Oral
O-23	Ariella Granett	Stop OAK Expansion Coalition	Oct 16, 2023	Email

P.2.3 Members of the Public Commenting on the Draft

The following table identifies individual members of the public who submitted comments on the Draft EIR during the comment period. An affiliation is included if the commenter self-identified as associated with an organization with the comment submittal.

TABLE P-3
PUBLIC COMMENTERS

Commenter Number	Name	Affiliation	Date	Submission Type
P-1	Dilshoda Abdualimova		Aug 30, 2023	Written
P-2	Sam Abou-ata		Aug 30, 2023	Written
P-3	Crystal Acevedo		Aug 30, 2023	Written
P-4	Natalie Ackerman		Oct 14, 2023	Email
P-5	Laurie Adams	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-6	Robert Adams		Aug 30, 2023	Email
P-7	Faith Adiele		Aug 30, 2023	Written
P-8	Laura Aerni	Stop OAK Expansion Coalition	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-9	Maryam Afshari	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-10	Nancy Ahuna	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-11	AJ		Sep 29, 2023	Website
P-12	Alan		Oct 11, 2023	Website
P-13	Jamie Aleman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-14	Adrienne Alexander	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-15	Diane Alexander	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-16	Peter Alexander	Rainbow Coalition Warrior	Aug 15, 2023	Oral
P-17	Malika Alim		Aug 30, 2023	Written
P-18	Dena Allen		Aug 30, 2023	Written
P-19	Kerwin C. Allen		Oct 16, 2023	Email
P-20	Walter Allen	Acumen	Aug 15, 2023	Written
P-21	Walter Allen	Acumen	Aug 30, 2023	Oral
P-22	Alondra		Aug 16, 2023	Website
P-23	Lujain Al-saleh		Aug 30, 2023	Written
P-24	Stacey Alvarez		Oct 10, 2023	Email
P-25	Margarite Alves	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-26	April Amante		Aug 30, 2023	Written
P-27	Ana		Sep 10, 2023	Website
P-28	Lauren Anderson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-29	Melissa Anderson		Oct 10, 2023	Email
P-30	I. Andrews		Aug 15, 2023	Written
P-31	Jl Angell		Aug 30, 2023	Written
P-32	Katherine Aquino-Esparrago		Oct 9, 2023	Email
P-33	Katherine Aquino-Esparrago	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-34	Kathleen Archambeau		Aug 30, 2023	Written
P-35	M Kathleen Archambeau		Aug 27, 2023	Website
P-36	M Kathleen Archambeau		Oct 13, 2023	Website
P-37	Evelyn Arevalo		Aug 30, 2023	Written
P-38	Arjun		Sep 2, 2023	Website
P-39	Karen Armes		Oct 16, 2023	Email
P-40	Megan Armstrong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-41	Kisha Arora	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-42	Katherine Ashton-Ly		Oct 15, 2023	Website

Commenter Number	Name	Affiliation	Date	Submission Type
P-43	Katherine Ashton-Ly	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-44	Elizabeth Astroth	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-45	Tom Athanasiou		Aug 30, 2023	Written
P-46	Tom Athanasiou	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-47	Kaitlyn Attiga	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-48	J B		Aug 30, 2023	Written
P-49	Carolina Baachi	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-50	Bruce Baber	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-51	Richard Bailey		Sep 2, 2023	Website
P-52	Anina Baker		Oct 16, 2023	Website
P-53	Anina Baker	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-54	David R. Baker		Aug 29, 2023	Letter
P-55	Leslie Baker	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-56	Amanda Baldiga		Aug 30, 2023	Written
P-57	Michelle Balog		Aug 30, 2023	Written
P-58	Barbara		Oct 16, 2023	Email
P-59	Arthur Barbour		Oct 15, 2023	Email
P-60	Corinne Charlton Barbour		Oct 7, 2023	Website
P-61	Corinne Charlton Barbour		Oct 12, 2023	Email
P-62	Corinne Charlton Barbour	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-63	Carol Bardoff		Aug 30, 2023	Written
P-64	Carol Bardoff	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-65	Jessica Barrett	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-66	Sam Barrett		Aug 30, 2023	Written
P-67	Stephen Barrett		Oct 11, 2023	Email
P-68	Stephen Barrett	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-69	Katharyn Redmiles Barron	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-70	Janet Basta	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-71	Alina Baugh		Oct 16, 2023	Email
P-72	Charles Baugh	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-73	Joslyn Baxter		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-74	Austin Bean		Jul 25, 2023	Email
P-75	Karen Beck		Aug 30, 2023	Written
P-76	Rachel Beck		Aug 30, 2023	Written
P-77	Rachel Beck	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-78	Barbara Becker		Aug 14, 2023	Website
P-79	Jolie Beckwith		Aug 30, 2023	Written
P-80	Jeffrey Beeman		Aug 15, 2023	Letter
P-81	Jeffrey Beeman	Scientist Rebellion	Aug 15, 2023	Oral
P-82	Jeffrey Beeman		Aug 16, 2023	Website
P-83	Jeffrey Beeman		Aug 30, 2023	Written
P-84	Dorie Behrstock	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-85	Herb Behrstock	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-86	Mignon Belongie		Aug 30, 2023	Written
P-87	Cachet Berger		Oct 6, 2023	Website
P-88	Nancy Berger	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-89	Eric Bergman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-90	Darryl Berk		Aug 15, 2023	Oral
P-91	Darryl Berk		Aug 30, 2023	Written
P-92	Darryl Berk	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-93	Barbara Berman		Aug 30, 2023	Written
P-94	Laura Bernstein		Aug 30, 2023	Written
P-95	Laura Bernstein	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-96	Constance Beutel		Aug 30, 2023	Written
P-97	Constance Beutel	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-98	Brian Beveridge		Aug 30, 2023	Written
P-99	Ara Bicakci		Aug 30, 2023	Written
P-100	Catherine Bierwith	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-101	Scott Bieser	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-102	Jim Bishop		Aug 30, 2023	Written
P-103	Michelle Blackburn		Oct 14, 2023	Website
P-104	Olli Blackburn		Oct 13, 2023	Website
P-105	Olli Blackburn	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-106	Ann Blake		Aug 30, 2023	Written
P-107	Elizabeth A Blankenship	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-108	Samie Blasingame		Aug 30, 2023	Written
P-109	Nishanga Bliss		Aug 14, 2023	Website

Commenter Number	Name	Affiliation	Date	Submission Type
P-110	Nishanga Bliss		Aug 30, 2023	Written
P-111	Phil Blumenthal	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-112	Susan Blumstein		Aug 30, 2023	Written
P-113	Lauria Bochner	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-114	Micki Boden		Aug 15, 2023	Website
P-115	Micki Boden		Aug 30, 2023	Written
P-116	Walter Bodger	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-117	Chris Boehm	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-118	Diana Bohn		Aug 30, 2023	Written
P-119	Jillene Harmon Bohr		Aug 30, 2023	Written
P-120	Jillene Harmon Bohr	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-121	Jonathan Bond	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-122	Richard Bonoan		Aug 30, 2023	Written
P-123	Martha Booz		Aug 30, 2023	Written
P-124	Lily Boris	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-125	Michael Bostick	SOS East Bay	Aug 15, 2023	Oral
P-126	Michael Bostick	SOS East Bay	Aug 15, 2023	Written
P-127	Michael Bostick		Aug 30, 2023	Written
P-128	Rachel Bradley		Jul 28, 2023	Email
P-129	Rachel Bradley		Aug 24, 2023	Website
P-130	Lisa Bratanov		Aug 30, 2023	Written
P-131	Chris Brent	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-132	Diane Brenum		Aug 14, 2023	Website
P-133	Diane Brenum		Aug 30, 2023	Written
P-134	Patty Breslin		Aug 30, 2023	Written
P-135	Charles Bret		Jul 31, 2023	Email
P-136	Charles A Bret	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-137	Peter Breunig		Aug 12, 2023	Website
P-138	Peter Breunig		Aug 30, 2023	Written
P-139	Tina Broder		Aug 9, 2023	Website
P-140	Blake Brydon		Aug 15, 2023	Oral
P-141	bshapiro510		Aug 31, 2023	Email
P-142	Nikhita Bulusu	Youth Power Climate Action	Aug 30, 2023	Oral
P-143	Rebecca Burget		Oct 6, 2023	Website
P-144	Darrell Burke		Aug 15, 2023	Oral
P-145	Elaine C		Aug 15, 2023	Website
P-146	Elaine C		Sep 23, 2023	Website
P-147	D. C.	1000 Grandmas	Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-148	Andrea Cabito	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-149	Carly Cabral		Aug 15, 2023	Written
P-150	Carly Cabral	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-151	Jaime Cabrales	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-152	Susan Cabrales	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-153	Sally Cahill		Aug 30, 2023	Written
P-154	Judy Canalin	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-155	John Canham		Oct 11, 2023	Website
P-156	Chingy Cao		Oct 16, 2023	Email
P-157	Matt Carona		Aug 30, 2023	Written
P-158	Kristine Carraway		Aug 30, 2023	Written
P-159	Willis Carraway		Aug 30, 2023	Written
P-160	Jessica Carter		Aug 30, 2023	Written
P-161	Jessica Carter		Oct 14, 2023	Email
P-162	Leslie Carter		Aug 30, 2023	Written
P-163	Leslie Carter		Oct 12, 2023	Website
P-164	Karen Case		Aug 30, 2023	Written
P-165	Collin Shea Casey		Aug 30, 2023	Written
P-166	Manuel Castellanos Raboso		Aug 30, 2023	Written
P-167	Theresa Catlin		Aug 30, 2023	Written
P-168	Jan Cecil		Aug 30, 2023	Written
P-169	D Cecilia		Aug 15, 2023	Website
P-170	Jose Cerda-Zein	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-171	Greg Chaloult		Oct 14, 2023	Website
P-172	Jennifer Chambers		Oct 15, 2023	Email
P-173	Jennifer Chambers	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-174	Cynthia Chan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-175	Elaine Chan		Aug 30, 2023	Written
P-176	Kwok-yin Chan		Aug 30, 2023	Written
P-177	Vishal Chandrashekhar		Aug 30, 2023	Written
P-178	Noreen Chan		Oct 14, 2023	Email
P-179	Velvet Chang		Oct 15, 2023	Website
P-180	Velvet Chang		Oct 16, 2023	Email
P-181	Claudia Charette	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-182	Cynthia Chen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-183	Lily Chen		Oct 15, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-184	M Chen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-185	Tiffany Chen		Aug 30, 2023	Written
P-186	Yanna Chen		Aug 30, 2023	Written
P-187	Anita Cheng		Oct 16, 2023	Website
P-188	Donna Cheng	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-189	Nicole Cheng		Aug 30, 2023	Written
P-190	Susan Chervellera-Stewart		Aug 30, 2023	Written
P-191	Antony Cheung		Aug 17, 2023	Website
P-192	Sam Cheung	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-193	Henry Ching	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-194	Heidi Chiu		Aug 30, 2023	Written
P-195	Irene Chiu		Oct 11, 2023	Email
P-196	AJ Cho		Aug 14, 2023	Website
P-197	AJ Cho		Aug 21, 2023	Website
P-198	AJ Cho		Aug 30, 2023	Written
P-199	Christine Choi	Stop OAK Expansion	Aug 15, 2023	Oral
P-200	Christine Choi		Aug 30, 2023	Written
P-201	Christine Choi		Aug 30, 2023	Oral
P-202	Dae Choi		Sep 1, 2023	Email
P-203	Haewon Choi		Aug 30, 2023	Written
P-204	Michael Chong		Oct 15, 2023	Website
P-205	Tracie Chooey	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-206	Mike Chouinard		Aug 30, 2023	Written
P-207	Elaine Chow		Aug 30, 2023	Written
P-208	Kate Chow		Oct 13, 2023	Email
P-209	Kate Chow	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-210	Kate Chu	Youth Power Climate Action	Aug 30, 2023	Oral
P-211	Achilles Chua		Aug 15, 2023	Zoom Chat
P-212	Achilles Chua		Aug 15, 2023	Oral
P-213	Patrick Chung		Oct 16, 2023	Email
P-214	Patrick Chung	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-215	Barbara Clabots		Sep 1, 2023	Website
P-216	Nikki Clark		Oct 14, 2023	Website
P-217	Roxanne Clement		Sep 24, 2023	Website
P-218	Roxanne Clement		Oct 15, 2023	Website
P-219	Trish Clifford		Aug 30, 2023	Written
P-220	Judith Coates		Aug 30, 2023	Written
P-221	Portland Coates		Aug 30, 2023	Written
P-222	Joelle Coghe	Stop OAK Expansion Coalition	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-223	Andy Cohen		Oct 16, 2023	Website
P-224	Andy Cohen		Oct 16, 2023	Email
P-225	Silvia Colmenares	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-226	Tomas Colussi		Aug 30, 2023	Written
P-227	Romario Conrado		Aug 15, 2023	Oral
P-228	Victor and Karin Cordell	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-229	Tracy Cote	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-230	Teresa Courville	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-231	Jamie Coventry		Aug 30, 2023	Written
P-232	Arielle Crenshaw		Oct 13, 2023	Website
P-233	Arielle Crenshaw		Oct 13, 2023	Email
P-234	Joyce Crews		Aug 30, 2023	Written
P-235	Julia Crick		Oct 10, 2023	Email
P-236	Sam Crick		Oct 12, 2023	Email
P-237	Samuel Crick	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-238	Alexandra Crisafulli		Aug 30, 2023	Written
P-239	Alexandra Crisafulli	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-240	Carol Crooks		Aug 30, 2023	Written
P-241	Christine Crouther	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-242	Madeleine Cule	Extinction Rebellion SF Bay Area	Aug 15, 2023	Oral
P-243	Madeleine Cule		Aug 30, 2023	Written
P-244	Madeleine Cule		Oct 15, 2023	Email
P-245	Brigit Culligan		Aug 30, 2023	Written
P-246	Don Curtis (1)		Sep 14, 2023	Website
P-247	Don Curtis (2)		Sep 14, 2023	Website
P-248	Don Curtis (3)		Sep 14, 2023	Website
P-249	Don Curtis (4)		Sep 14, 2023	Website
P-250	Don Curtis (5)		Sep 14, 2023	Website
P-251	Don Curtis (6)		Sep 14, 2023	Website
P-252	Don Curtis (7)		Sep 14, 2023	Website
P-253	R D		Aug 30, 2023	Written
P-254	Debb Damele	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-255	Maxine Daniel		Aug 30, 2023	Written
P-256	Maxine Daniel	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-257	Dan Darcy	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-258	davidfoecke@hushmail.com		Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-259	Janet Davis	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-260	Joanne Davis		Aug 30, 2023	Written
P-261	maxwell Davis		Aug 30, 2023	Written
P-262	Jennifer De Graff		Aug 30, 2023	Written
P-263	Daniel Jr. De Leon		Aug 30, 2023	Written
P-264	Wayne Deboe		Sep 11, 2023	Website
P-265	Sharreese Dekock		Oct 5, 2023	Email
P-266	E Delli Gatti		Aug 30, 2023	Written
P-267	E Delli Gatti	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-268	Stephen Demoulin		Aug 30, 2023	Written
P-269	Kathy Dervin		Aug 30, 2023	Written
P-270	Susan Desmond		Aug 30, 2023	Written
P-271	Susan Desmond	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-272	Gita Dev		Aug 30, 2023	Written
P-273	Roni Diamant-Wilson		Aug 30, 2023	Written
P-274	Li Diep	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-275	Christina Dilko		Aug 30, 2023	Written
P-276	Alice Dockter		Aug 21, 2023	Website
P-277	Ahna Dominski		Aug 23, 2023	Website
P-278	Keith Dong		Oct 16, 2023	Email
P-279	Andrea Dorn		Aug 30, 2023	Written
P-280	Elizabeth Dortch		Aug 30, 2023	Written
P-281	Rob Doten	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-282	Chang Dou		Oct 15, 2023	Website
P-283	Christine Downie	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-284	Carol Drake		Aug 30, 2023	Written
P-285	Nicolette Dumais		Aug 30, 2023	Written
P-286	Susan Dunn	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-287	Lois Dutton	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-288	Serafina Eagleton		Aug 30, 2023	Written
P-289	Pola Ebrahimi	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-290	Marcia Edelen		Aug 30, 2023	Written
P-291	Marcia Edelen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-292	Marcia Edelen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-293	Zoe Edington		Aug 30, 2023	Written
P-294	Michael Eichenholtz		Aug 30, 2023	Written
P-295	Evan Elias		Aug 30, 2023	Written

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P-296	Rebecca Eliscu		Aug 30, 2023	Written
P-297	Erin Ellinwood		Oct 10, 2023	Email
P-298	Erin Ellinwood		Oct 15, 2023	Website
P-299	Erin Ellinwood	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-300	Luzanne Engh		Aug 30, 2023	Written
P-301	Paul English		Aug 15, 2023	Oral
P-302	Paul English		Aug 30, 2023	Written
P-303	Matt Eremko		Aug 30, 2023	Written
P-304	Matt Eremko	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-305	Matt Eremko	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-306	Evelyn		Oct 15, 2023	Website
P-307	Reva Fabrikant		Aug 30, 2023	Written
P-308	Akesa Fakava	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-309	Marion Falk		Aug 30, 2023	Written
P-310	Wayel Fare	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-311	Neelam Sekhri Feachem	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-312	Betsy Fedewa	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-313	Leora R Feeney		Oct 6, 2023	Website
P-314	Francis Fernandes		Aug 30, 2023	Written
P-315	Kevin Filocamo		Aug 30, 2023	Written
P-316	Mary Flanagan		Sep 18, 2023	Email
P-317	marcia Flannery		Aug 30, 2023	Written
P-318	Jack Fleck	350 Bay Area	Aug 30, 2023	Oral
P-319	Jack Lucero Lucero Fleck		Aug 30, 2023	Written
P-320	Flora		Aug 12, 2023	Website
P-321	Consuelo Flores	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-322	David Foecke		Aug 15, 2023	Oral
P-323	David Foecke		Aug 30, 2023	Written
P-324	David Foecke		Aug 30, 2023	Written
P-325	David Foecke		Aug 30, 2023	Oral
P-326	David Foecke		Oct 16, 2023	Email
P-327	David Foecke		Oct 16, 2023	Email
P-328	David Foecke		Oct 16, 2023	Email
P-329	David Foecke		Oct 16, 2023	Email
P-330	David Foecke		Oct 16, 2023	Website
P-331	Marije Fokkens		Aug 30, 2023	Written
P-332	Marije Fokkens	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-333	Nina Fok-Tang		Oct 10, 2023	Email

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P-334	Janet Follrath	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-335	Debbie Fong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-336	Irene and Steven Fong		Oct 16, 2023	Email
P-337	Abbot Foote		Aug 30, 2023	Written
P-338	Donald Forman		Aug 30, 2023	Written
P-339	Scott J. Forman		Aug 10, 2023	Email
P-340	Mary Diane Foster	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-341	Robinson Foster	350 Bay Area	Aug 16, 2023	Website
P-342	Drew Fowler	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-343	Jeff Franco	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-344	Richard Freeman		Aug 30, 2023	Written
P-345	Nicole Freese	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-346	Michael Friedman		Aug 30, 2023	Written
P-347	Anna Froker		Sep 30, 2023	Email
P-348	Claire Frü		Aug 30, 2023	Written
P-349	Xiya Fu		Oct 15, 2023	Email
P-350	Maryann Furda		Aug 30, 2023	Written
P-351	Terry Furry		Aug 30, 2023	Written
P-352	Terry Furry	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-353	Margaret Gant	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-354	Thomas Gant	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-355	Agustin Garcia		Oct 16, 2023	Email
P-356	Agustin Garcia	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-357	John Gardner	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-358	Sanjay Garla		Aug 30, 2023	Written
P-359	Chris Garrity		Aug 15, 2023	Written
P-360	Linda Garvin	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-361	David Gassman		Aug 15, 2023	Oral
P-362	David Gassman		Aug 30, 2023	Written
P-363	David Gassman	Stop OAK Coalition	Aug 30, 2023	Oral
P-364	David F. Gassman		Oct 14, 2023	Email
P-365	David F. Gassman		Oct 14, 2023	Website
P-366	Christopher Gee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-367	Lily Gee		Aug 30, 2023	Written

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P-368	Vivian Gee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-369	Felicia Gelardi		Aug 30, 2023	Written
P-370	Berta Gelber		Aug 15, 2023	Website
P-371	Berta Gelber		Aug 30, 2023	Oral
P-372	Berta Gelber		Sep 24, 2023	Website
P-373	Berta Gelber		Oct 16, 2023	Website
P-374	Berta Gelber	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-375	Jessica Getty	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-376	Kenneth Gibson		Aug 30, 2023	Written
P-377	Ellen Gierson		Aug 30, 2023	Written
P-378	Ellen Gierson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-379	Ilana Goldberg	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-380	Susan "GG" Goldstein		Aug 15, 2023	Written
P-381	Bella Goldwasser	Youth Power Climate Action	Aug 30, 2023	Oral
P-382	Maritza Gonzalez		Aug 30, 2023	Written
P-383	Nio Gonzalez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-384	Susan Goolsby		Aug 30, 2023	Written
P-385	Linda Gossage	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-386	Michelle Gossage	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-387	Corrina Gould		Aug 30, 2023	Written
P-388	Jeff Gould		Aug 30, 2023	Written
P-389	Ariella Granett	Stop OAK Expansion Coalition	Aug 15, 2023	Oral
P-390	Ariella Granett		Aug 30, 2023	Written
P-391	Allison Grant	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-392	Caryn Graves		Aug 30, 2023	Written
P-393	Nicole Greene		Aug 30, 2023	Written
P-394	Eric Greenwood		Oct 1, 2023	Website
P-395	Salena Grewal	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-396	Lin Griffith	Stop OAK Expansion	Aug 15, 2023	Oral
P-397	Lin Griffith		Aug 30, 2023	Written
P-398	Lin Griffith		Aug 30, 2023	Oral
P-399	Lin Griffith	Stop OAK Coalition	Aug 30, 2023	Oral
P-400	Lin Griffith		Oct 16, 2023	Website
P-401	Leanne Grossman		Aug 30, 2023	Written
P-402	Kay Guinane		Aug 30, 2023	Written
P-403	Debbie Gunning	Stop OAK Expansion Coalition	Oct 16, 2023	Email

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P-404	Gustabo Gutierrez		Aug 30, 2023	Oral
P-405	Josh Gutwill		Aug 30, 2023	Written
P-406	Lien H	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-407	Annie Ha	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-408	Shirley Haberfeld		Aug 30, 2023	Written
P-409	Jessie Hagler		Aug 30, 2023	Written
P-410	John Hagopian		Aug 30, 2023	Written
P-411	Lori Hale		Aug 30, 2023	Written
P-412	Lori Hale	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-413	David Hall	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-414	Christopher Hamilton		Aug 30, 2023	Written
P-415	Jon Hamilton		Oct 15, 2023	Website
P-416	Jon Hamilton		Oct 15, 2023	Website
P-417	Jon Hamilton	Bay Isle Pointe Board of Directors (Bay Farm Island)	Oct 16, 2023	Email
P-418	Linda Hammond		Aug 30, 2023	Written
P-419	Linda Hammond	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-420	Audrey Hane	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-421	Erin Hanelt	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-422	Eva Hansson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-423	Zhidong and Jiachun Hao		Oct 13, 2023	Email
P-424	K Hare	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-425	Carol Harley		Sep 2, 2023	Website
P-426	Susan Harman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-427	Janet Harmon		Aug 30, 2023	Written
P-428	Le Harper		Oct 10, 2023	Email
P-429	Le Harper	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-430	Jen Hart	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-431	Ryan Hart	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-432	Mary Ellen Harte		Aug 15, 2023	Website
P-433	Mary Ellen Harte		Aug 30, 2023	Written
P-434	Ann Harvey		Aug 30, 2023	Written
P-435	Ann Harvey	350 East Bay	Aug 30, 2023	Oral

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P-436	Ann Harvey	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-437	William Hastings		Aug 30, 2023	Written
P-438	William Hastings	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-439	Paul Hauser		Sep 29, 2023	Email
P-440	William Hauser		Aug 30, 2023	Written
P-441	William Hauser	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-442	Nancy Havassy		Aug 30, 2023	Written
P-443	Tamara Haw		Aug 30, 2023	Written
P-444	Virginia Hayes	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-445	Tracy Hazelton	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-446	Alexandra Hein	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-447	Flemming Hein	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-448	Elliot Helman		Aug 30, 2023	Written
P-449	Jana Henderson		Oct 10, 2023	Email
P-450	Tewfik Henein		Aug 15, 2023	Written
P-451	Susan Herting		Aug 30, 2023	Written
P-452	Elyn Hibdon		Aug 30, 2023	Written
P-453	Elyn Hibdon		Aug 30, 2023	Written
P-454	Susan Higbee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-455	Blake Hihara		Aug 15, 2023	Website
P-456	Irene Hilgers		Aug 30, 2023	Written
P-457	Susan Hillyard		Aug 30, 2023	Written
P-458	Howard Hintermeister		Aug 15, 2023	Written
P-459	Howard Hintermeister	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-460	Carol Hirth		Aug 30, 2023	Written
P-461	Jim Hite		Aug 30, 2023	Written
P-462	Christine Hoex		Aug 14, 2023	Website
P-463	Christine Hoex	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-464	Chrstine Hoex		Aug 30, 2023	Written
P-465	Naomi Hoffer		Aug 30, 2023	Written
P-466	John Holme		Aug 30, 2023	Written
P-467	Sylvia Holmes		Aug 30, 2023	Written
P-468	hopesalzer		Aug 8, 2023	Website
P-469	Elizabeth Hopkins-Kurz		Aug 30, 2023	Written
P-470	Natasha Hopkinson		Aug 30, 2023	Written
P-471	Martin Horwitz		Aug 30, 2023	Written
P-472	Mika Hosler		Aug 30, 2023	Written

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P-473	Sherrie Howell		Aug 30, 2023	Written
P-474	Nancy Hu		Aug 13, 2023	Website
P-475	Nancy Hu		Aug 30, 2023	Written
P-476	Nancy Hua	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-477	Roger Huang		Sep 25, 2023	Website
P-478	Judy Huey	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-479	Gary Hughes	BIOFUELWATCH	Aug 30, 2023	Oral
P-480	Gary G Hughes		Aug 30, 2023	Written
P-481	Stephen Hughson		Aug 30, 2023	Written
P-482	Stephen Hughson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-483	Grace Huntley	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-484	Janet Huston		Aug 30, 2023	Written
P-485	Janet Huston		Sep 4, 2023	Website
P-486	Kathryn Hyde	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-487	Andra Iacov		Aug 30, 2023	Written
P-488	Brian Ibarra		Aug 30, 2023	Written
P-489	Christina Ingoldsby		Aug 14, 2023	Website
P-490	Christina Ingoldsby		Aug 30, 2023	Written
P-491	Michelle Ingram		Aug 30, 2023	Oral
P-492	Michelle Ingram	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-493	Tom Ireland		Oct 14, 2023	Website
P-494	David Ivy	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-495	Michelle J		Aug 30, 2023	Written
P-496	Jordan Jackson		Aug 30, 2023	Written
P-497	Steve Jackson		Aug 30, 2023	Written
P-498	Sean Jalleh	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-499	Robert Jarman		Aug 30, 2023	Written
P-500	Jenn		Oct 15, 2023	Website
P-501	Eric Jennings	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-502	Elizabeth Jensen		Aug 30, 2023	Written
P-503	Richard Jepsen		Aug 15, 2023	Email
P-504	Richard Jepsen		Aug 15, 2023	Oral
P-505	Richard Jepsen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-506	Jessica		Oct 13, 2023	Website
P-507	Hanley Jew	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-508	Cj Jiang	Stop OAK Expansion Coalition	Oct 16, 2023	Email

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P-509	joanbstarr		Aug 8, 2023	Website
P-510	Cyndy Johnsen		Aug 30, 2023	Written
P-511	Cyndy Johnsen		Oct 14, 2023	Website
P-512	Charles Johnson		Oct 13, 2023	Website
P-513	Craig Johnson		Aug 30, 2023	Written
P-514	Michael Johnson		Aug 30, 2023	Written
P-515	Timothy Johnson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-516	James Johnston		Aug 15, 2023	Oral
P-517	James Johnston		Aug 30, 2023	Written
P-518	James Johnston		Oct 16, 2023	Email
P-519	James Johnston		Oct 16, 2023	Website
P-520	Matthew Jones		Aug 30, 2023	Written
P-521	Zoe Jonick	350 Bay Area	Aug 15, 2023	Oral
P-522	Andrew Jordan		Aug 30, 2023	Written
P-523	Deidra Jow		Aug 30, 2023	Written
P-524	A K		Aug 30, 2023	Written
P-525	Lorena Kai	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-526	Aviv Kalai	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-527	Natasha Kaluza		Aug 30, 2023	Written
P-528	Ron Kamangar	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-529	Lacey Hicks Kammerer		Aug 30, 2023	Written
P-530	Jesse Kang		Oct 13, 2023	Email
P-531	Meggie Kang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-532	Michelle Kang		Oct 9, 2023	Email
P-533	Julianne Kapner		Aug 30, 2023	Written
P-534	Karilyse		Oct 10, 2023	Email
P-535	Meghana Karumuri		Aug 30, 2023	Written
P-536	Kathryn		Aug 15, 2023	Zoom Chat
P-537	Kathryn		Aug 15, 2023	Zoom Chat
P-538	Kathryn		Aug 15, 2023	Zoom Chat
P-539	Dee Kay		Aug 16, 2023	Website
P-540	Michala Kazda		Oct 10, 2023	Website
P-541	Meg Keeley	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-542	Marjory Keenan		Aug 30, 2023	Written
P-543	Eileen Kelleher	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-544	Barbara Kennedy-Dadler	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-545	Kathy Kerridge		Aug 30, 2023	Written
P-546	Kevin		Oct 11, 2023	Website
P-547	Amina Khribache		Aug 30, 2023	Written

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P-548	Jinkyeong Kim		Aug 30, 2023	Written
P-549	Hannah Kirk	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-550	Karen Kirschling		Aug 30, 2023	Written
P-551	Guy Klages	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-552	Angie Klein		Aug 30, 2023	Written
P-553	Barbara D Kluger	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-554	Dawna Knapp		Aug 30, 2023	Written
P-555	June Kori Kody		Aug 15, 2023	Website
P-556	June Kori Kody		Aug 30, 2023	Written
P-557	Elaine Kofman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-558	Arjun Kohli		Oct 16, 2023	Website
P-559	Karen Kokame		Oct 16, 2023	Email
P-560	Marcia Kolb		Aug 30, 2023	Written
P-561	Kedar Korde		Aug 30, 2023	Written
P-562	Martine Kraus		Aug 30, 2023	Written
P-563	Maya Krause	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-564	Gary Krauss		Oct 16, 2023	Website
P-565	Gray Krauss	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-566	Beth Krebs		Aug 30, 2023	Written
P-567	Rosalie Krinks	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-568	Thomas Krysiak		Aug 29, 2023	Email
P-569	Thomas Krysiak		Aug 30, 2023	Written
P-570	Thomas Krysiak		Oct 4, 2023	Email
P-571	Thomas Krysiak		Oct 6, 2023	Email
P-572	Thomas Krisiak	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-573	MJ Kubala		Aug 30, 2023	Written
P-574	Albert Kueffner		Aug 30, 2023	Written
P-575	Laura Kuhlemann	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-576	Emma Kung		Sep 16, 2023	Website
P-577	Emma Kung		Sep 19, 2023	Website
P-578	Emma Kung	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-579	Jeremiah Kung	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-580	Tom Kunhardt		Aug 30, 2023	Written
P-581	Rosie Kuo		Aug 30, 2023	Written
P-582	Doris Kwok	Stop OAK Expansion Coalition	Oct 16, 2023	Email

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P-583	Susanne and Lyle La Faver	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-584	Laakea Laano		Aug 30, 2023	Written
P-585	Maggie Lai	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-586	Alan Lam	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-587	Danny Lam		Oct 10, 2023	Email
P-588	Joanne Lam	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-589	Sandra Lance	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-590	Carol Lane		Aug 30, 2023	Written
P-591	Diana Lang		Aug 30, 2023	Written
P-592	Patricia Lang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-593	Steve Larkin	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-594	Holly Larsen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-595	Anthony Lawson		Oct 11, 2023	Website
P-596	Stanley Layson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-597	Christine Lazzetti	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-598	Dan Lazzetti	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-599	Josephine Le	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-600	Donna Learn		Oct 14, 2023	Email
P-601	Donna Learn		Oct 14, 2023	Website
P-602	Margherite Lebbert	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-603	Fred Lebe	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-604	A. R. Lee		Oct 16, 2023	Website
P-605	Bobby Lee		Aug 15, 2023	Zoom Chat
P-606	Daniel Lee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-607	Judy Lee		Sep 22, 2023	Website
P-608	Kyongri Lee		Sep 1, 2023	Website
P-609	Nancy Lee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-610	Timothy Lee		Aug 30, 2023	Written
P-611	Lola Leeman		Aug 30, 2023	Written
P-612	Cate leger		Aug 30, 2023	Written
P-613	Cate Leger		Aug 30, 2023	Written

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P-614	Kevin Lei	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-615	Aaron Lemmon		Jul 25, 2023	Email
P-616	Ellen Leng		Aug 30, 2023	Written
P-617	Kate Lenhardt		Aug 15, 2023	Oral
P-618	Kate Lenhardt		Aug 30, 2023	Written
P-619	Catherine Leong		Oct 14, 2023	Email
P-620	Catherine Leong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-621	Cathy Leong		Sep 26, 2023	Email
P-622	Kevin M. Leong		Oct 15, 2023	Email
P-623	Sheila Lewellyn	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-624	Linda Lewis	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-625	Margie Lewis		Aug 30, 2023	Written
P-626	Melynda Li	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-627	Danica Liang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-628	Julia Lichtenstein	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-629	Leah Liebler		Oct 8, 2023	Email
P-630	Benjamin Lin		Aug 30, 2023	Oral
P-631	Christopher Lish		Aug 30, 2023	Written
P-632	Deanne Liu		Aug 30, 2023	Written
P-633	Meijing Liu		Aug 21, 2023	Website
P-634	Chase Livingston		Aug 30, 2023	Written
P-635	Suzanne Llewellyn		Aug 30, 2023	Written
P-636	Charlie Lloyd		Jul 30, 2023	Email
P-637	Amy Loebel		Aug 30, 2023	Written
P-638	Henry Long		Aug 30, 2023	Written
P-639	Bill Longwell	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-640	Kristen Loomis		Aug 30, 2023	Written
P-641	Cori Lopez		Aug 30, 2023	Written
P-642	Karen Lopez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-643	Patricia Lopez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-644	Patty Lopez		Aug 30, 2023	Written
P-645	Rosalinda Lorenzo	SEIU United Service Workers West	Aug 30, 2023	Oral
P-646	Bart Lounsbury		Aug 30, 2023	Written
P-647	Carina Lovell		Aug 30, 2023	Written
P-648	Alger Low	Stop OAK Expansion Coalition	Oct 16, 2023	Email

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P-649	Julie Lowe	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-650	Yorkman Lowe		Aug 15, 2023	Zoom Chat
P-651	Connie Lu		Aug 31, 2023	Website
P-652	Joyce Luh		Aug 30, 2023	Written
P-653	Tiffany Luk-Hirai	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-654	Jeff Luntzel		Aug 15, 2023	Oral
P-655	Christopher Lutz		Aug 30, 2023	Written
P-656	Alex Lynch		Aug 30, 2023	Written
P-657	Mckenzie Lyon	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-658	JoAnn Ma		Oct 4, 2023	Website
P-659	Sophia Mac	Youth Power Climate Action	Aug 30, 2023	Oral
P-660	Nancy Mach	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-661	Judy Maclean		Aug 30, 2023	Written
P-662	Heather Macleod		Aug 30, 2023	Written
P-663	Heather Macleod	Youth Power Climate Action	Aug 30, 2023	Oral
P-664	Heather Macleod	Stop OAK Coalition	Aug 30, 2023	Oral
P-665	Ginny Madsen		Aug 30, 2023	Written
P-666	Joseph Magnello		Oct 16, 2023	Website
P-667	Karen Magnuson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-668	Ariana Mah	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-669	Sandra Marder		Aug 30, 2023	Written
P-670	Sandra Marder	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-671	Mark Santa Maria		Aug 21, 2023	Website
P-672	Allison Marin	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-673	Suzanne Marquis		Aug 30, 2023	Written
P-674	Suzanne Marquis	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-675	Susanna Marshland		Aug 30, 2023	Written
P-676	Susanna Marshland	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-677	Susanna Marshland	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-678	Bob Martin		Aug 29, 2023	Website
P-679	Bob Martin		Aug 30, 2023	Written
P-680	Ernest Martin		Sep 11, 2023	Website
P-681	Suzanne Martin		Oct 6, 2023	Website
P-682	Suzanne Martin		Oct 6, 2023	Website
P-683	Suzanne Martin	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-684	Henry Martinez		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-685	Joseph Martinez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-686	Sharon Martinez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-687	Sharon Martinez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-688	Andrew Massey		Aug 30, 2023	Written
P-689	Andrew Massey	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-690	Zev Massey		Aug 30, 2023	Written
P-691	Theresa Masteraon	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-692	Beth Masters		Aug 30, 2023	Written
P-693	Michael Masters	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-694	Greg Mastrangelo		Oct 10, 2023	Email
P-695	Ernesto Matal Sol		Aug 30, 2023	Written
P-696	Ellen McClure		Aug 30, 2023	Written
P-697	Mary McCrea	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-698	Mary Mcfarland	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-699	Rev. Will Mcgarvey		Aug 30, 2023	Written
P-700	Fawn McLaughlin		Aug 30, 2023	Zoom Chat
P-701	Fawn McLaughlin		Aug 30, 2023	Oral
P-702	Brynn McNally	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-703	Kathleen Mcneill	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-704	Margaret McNulty		Aug 15, 2023	Website
P-705	Sean McQuillan		Oct 11, 2023	Website
P-706	Kate Meadows	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-707	Sarah-Jane Measor		Oct 11, 2023	Email
P-708	Sarah-Jane Measor	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-709	Paul Medved		Aug 26, 2023	
P-710	Paul Medved		Sep 13, 2023	Website
P-711	Paul Medved	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-712	Daria Mehra	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-713	Puneet Mehra	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-714	Aakash Mehta	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-715	Jeffery Melcher	First Unitarian Church of Oakland	Aug 15, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-716	Jeffrey Melcher		Aug 30, 2023	Zoom Chat
P-717	Jeffrey Melcher	Youth Power Climate Action	Aug 30, 2023	Oral
P-718	Jeffrey Melcher		Sep 28, 2023	Email
P-719	Hilary Menendez		Oct 16, 2023	Email
P-720	Nigel Menendez		Oct 16, 2023	Email
P-721	Joyce Mercado	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-722	Susan Merrill		Aug 30, 2023	Written
P-723	Meredith Merrit		Aug 30, 2023	Written
P-724	Michael Mersch	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-725	Peggy Merz	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-726	Karen and Keith Miller	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-727	Linda Miller		Aug 30, 2023	Written
P-728	Tammy Miller	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-729	Mary Min		Oct 11, 2023	Website
P-730	Marna Mitchell	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-731	Donna Mize		Aug 30, 2023	Written
P-732	Alicia Moder		Sep 24, 2023	Website
P-733	Eric Mohn		Aug 30, 2023	Written
P-734	Marjaneh Moini		Aug 30, 2023	Written
P-735	Molly		Sep 15, 2023	Website
P-736	Derryl Montague	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-737	Christina Moore		Aug 30, 2023	Written
P-738	Kevin Moore		Aug 30, 2023	Written
P-739	Raviv Moore	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-740	Cathie Morgan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-741	MaryAnne Morgan		Aug 30, 2023	Written
P-742	Leah Mori	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-743	Leonella Mori		Oct 9, 2023	Website
P-744	Phillip Morton		Aug 30, 2023	Written
P-745	Richard Mosher		Oct 16, 2023	Email
P-746	Richard Mosher	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-747	Carrie Motamedi	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-748	Rudy Mountaz		Aug 30, 2023	Written
P-749	Jose Moura	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-750	Kathryn Muir		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-751	Kathryn Muir	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-752	Njambi Mungai		Aug 30, 2023	Zoom Chat
P-753	Donna Murata	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-754	Vasu Murti		Aug 30, 2023	Written
P-755	Vasu Murti	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-756	Mary Nagle		Aug 30, 2023	Written
P-757	Patricia Nagle		Aug 15, 2023	Oral
P-758	Eric Nakahara	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-759	Keshav Narang		Aug 30, 2023	Written
P-760	Keshav Narang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-761	Mary Ellen Nash		Aug 30, 2023	Written
P-762	Susan Natt		Aug 30, 2023	Written
P-763	Marcus Navarra		Aug 30, 2023	Written
P-764	Laura Neish		Aug 30, 2023	Written
P-765	Diane Neuhaus		Aug 30, 2023	Written
P-766	Eartha Newsong		Aug 30, 2023	Written
P-767	Alice Nguyen		Aug 30, 2023	Written
P-768	Connie Nguyen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-769	Margaret Nickolaus		Aug 30, 2023	Written
P-770	Sarah Nicolazzo		Aug 30, 2023	Written
P-771	Michele Nihipali		Aug 30, 2023	Written
P-772	Nina		Oct 1, 2023	Website
P-773	Nina		Oct 1, 2023	Website
P-774	Maei Noguchi		Aug 30, 2023	Written
P-775	Rob Norback	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-776	Jessica Norman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-777	Carolyn Norr		Aug 30, 2023	Written
P-778	Kelly Norris	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-779	Steven Norris	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-780	Jade Northrop	Extinction Rebellion SF Bay Area	Aug 15, 2023	Oral
P-781	Ted Obbard		Aug 30, 2023	Written
P-782	Ted Obbard	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-783	Soni Obinger		Oct 10, 2023	Email
P-784	Soni Obinger		Oct 14, 2023	Website
P-785	Tim O'Brien	Stop OAK Expansion Coalition	Oct 16, 2023	Email

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P-786	John Oda		Aug 30, 2023	Written
P-787	David Ogorzalek		Aug 30, 2023	Written
P-788	Margaret O'Halloran		Aug 30, 2023	Written
P-789	Emiko Oishi		Aug 30, 2023	Oral
P-790	Arfi Oktavianti		Aug 30, 2023	Written
P-791	Christine Oliver	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-792	Patrick Oliver		Aug 15, 2023	Website
P-793	Patrick Oliver		Aug 30, 2023	Written
P-794	Steve Ongerth		Aug 30, 2023	Written
P-795	Karen O'Rourke		Aug 30, 2023	Written
P-796	Holly Orr		Aug 30, 2023	Written
P-797	Mary Orr		Oct 13, 2023	Email
P-798	Mary Orr		Oct 13, 2023	Website
P-799	Fran Osborne		Aug 30, 2023	Written
P-800	Gracie Osborne		Aug 30, 2023	Written
P-801	Gracie Osborne	Zoo versus Apocalypse	Aug 30, 2023	Oral
P-802	Fona Ou		Aug 30, 2023	Written
P-803	Citabria Ozzuna		Aug 30, 2023	Written
P-804	David Page		Aug 30, 2023	Website
P-805	Youza Pak	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-806	Rena Palloff	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-807	Rena M Palloff		Sep 26, 2023	Website
P-808	Chris Palowitch		Aug 30, 2023	Written
P-809	Pamela		Oct 14, 2023	Website
P-810	Sherry Panlilio		Oct 7, 2023	Website
P-811	Nick Pappas		Aug 30, 2023	Written
P-812	Sally Paris		Aug 30, 2023	Written
P-813	Maria Park	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-814	Jonathan Parry		Aug 21, 2023	Website
P-815	Erika Pascual		Aug 30, 2023	Written
P-816	Erika Pascual		Aug 30, 2023	Oral
P-817	Kristen Pate		Oct 11, 2023	Email
P-818	Sarah and Rodney Paul	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-819	Emmy Rhine Paule	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-820	Jose Luis Pavon	SEIU United Service Workers West	Aug 30, 2023	Oral
P-821	Krista Peck		Oct 12, 2023	Website
P-822	Susan Penner		Aug 30, 2023	Written
P-823	Lynn Perata		Aug 30, 2023	Written
P-824	Lidia Perdomo		Aug 30, 2023	Written
P-825	Anita Pereira		Aug 30, 2023	Written
P-826	Hester Perez		Oct 11, 2023	Website

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P-827	Hester Perez	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-828	Paul Perez		Aug 30, 2023	Written
P-829	Sherry Perez		Oct 10, 2023	Website
P-830	JoAnne Perri	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-831	Jane Perry	1000 Grandmothers for Future Generations	Aug 30, 2023	Written
P-832	Jane Perry		Aug 30, 2023	Written
P-833	Jane Perry	1000 Grandmothers for Future Generations	Aug 30, 2023	Oral
P-834	Jane Perry	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-835	Sierra Petersen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-836	Sierra Petersen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-837	Lisa Piazza		Aug 30, 2023	Written
P-838	Lauren Picciani		Aug 30, 2023	Written
P-839	Charles Piercey	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-840	Nick Pilch		Aug 30, 2023	Written
P-841	Eleanor Pilling Chappelear		Aug 30, 2023	Written
P-842	Bill Pinkham		Aug 30, 2023	Written
P-843	Annette Pirrone		Aug 30, 2023	Written
P-844	Marie Pon		Oct 16, 2023	Email
P-845	Laura Porter	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-846	Elizabeth Preston		Aug 30, 2023	Written
P-847	Marilyn Price	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-848	P Pride		Aug 15, 2023	Zoom Chat
P-849	Philana Pride		Sep 14, 2023	Email
P-850	Ruth Priest		Aug 30, 2023	Written
P-851	Nora Privitera		Aug 14, 2023	Website
P-852	Nora Privitera		Oct 11, 2023	Email
P-853	Diana & Jim Prola		Aug 30, 2023	Written
P-854	Stefanie Pruegel		Aug 30, 2023	Written
P-855	Stefanie Pruegel	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-856	Stefanie Pruegel	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-857	Judith Pruess-Mellow		Oct 3, 2023	Email
P-858	Judith Pruess-Mellow	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-859	Judith J. Pruess-Mellow		Oct 11, 2023	Website

Commenter Number	Name	Affiliation	Date	Submission Type
P-860	Jiaying Qian		Oct 16, 2023	Email
P-861	Ada Qin		Oct 16, 2023	Email
P-862	Evelyn Quan		Oct 15, 2023	Website
P-863	Dan Quellet		Aug 30, 2023	Written
P-864	Stephen Quirk		Aug 30, 2023	Written
P-865	Dale Rachmeler		Aug 14, 2023	Website
P-866	Beatriz Ramirez		Aug 30, 2023	Oral
P-867	Alvaro Ramos		Aug 30, 2023	Written
P-868	Roberta Ratto	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-869	Aaron Reaven	350 Bay Area / No Coal in Oakland	Aug 15, 2023	Oral
P-870	Aaron Reaven		Sep 27, 2023	Email
P-871	Leah Redwood		Aug 30, 2023	Written
P-872	Celeste Repsher	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-873	Leah Rutherford	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-874	Steve Revell		Aug 10, 2023	Website
P-875	Steve Revell		Oct 12, 2023	Website
P-876	Barbara Rhine		Aug 30, 2023	Written
P-877	Jack Rhodes		Aug 30, 2023	Written
P-878	Grant Rich	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-879	Matt Richardson		Aug 30, 2023	Written
P-880	Bonita Richman		Aug 30, 2023	Written
P-881	Irene Riddle		Aug 30, 2023	Written
P-882	Irene Riddle		Oct 13, 2023	Website
P-883	Irene Riddle	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-884	Irene Riddle	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-885	Maya Ridenour	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-886	Nancy Rieser		Aug 30, 2023	Written
P-887	Christopher Rincon		Aug 15, 2023	Oral
P-888	Marianna Riser		Aug 30, 2023	Written
P-889	Rudy Robbiani	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-890	Sarah Robbiani	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-891	Ann Roberts		Oct 15, 2023	Website
P-892	Michael Roberts		Aug 30, 2023	Written
P-893	Michael Roberts		Aug 30, 2023	Website
P-894	Christina Robles	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-895	Lorraine Robles		Oct 15, 2023	Website

Commenter Number	Name	Affiliation	Date	Submission Type
P-896	Lorraine Robles	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-897	Robert Robles		Oct 11, 2023	Website
P-898	Michael Robleswong		Sep 12, 2023	Email
P-899	Michael Robleswong		Oct 16, 2023	Email
P-900	Paul Robson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-901	Anne Rockwell	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-902	Hugh Roman		Aug 30, 2023	Oral
P-903	Sam Romano		Aug 14, 2023	Website
P-904	Kirsten Rommel		Oct 13, 2023	Email
P-905	Lee Rosen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-906	Margaret Rosen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-907	Sanae Rosen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-908	Penny Rosenwasser		Aug 30, 2023	Written
P-909	Karry Ross	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-910	Kathleen Roth		Aug 13, 2023	Website
P-911	Scott Roth		Aug 27, 2023	Email
P-912	Scott Roth	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-913	Carol Rothman		Aug 30, 2023	Written
P-914	Dennis Rowcliffe		Aug 30, 2023	Written
P-915	Dennis Rowcliffe	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-916	Rachel Rowland		Aug 30, 2023	Written
P-917	Terrance Rowson	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-918	Jennifer Russell		Aug 30, 2023	Written
P-919	Jennifer Russo		Sep 1, 2023	Website
P-920	Jennifer Russo	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-921	Robert Russo		Sep 1, 2023	Website
P-922	Robert Russo	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-923	Susan Rutherford		Aug 30, 2023	Written
P-924	Victoria Ryan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-925	Nikki Sachs		Aug 30, 2023	Written
P-926	George Salamy		Aug 30, 2023	Written
P-927	Hope Salzer		Aug 30, 2023	Written
P-928	Hope Salzer	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-929	Linda Propert Sanford		Aug 30, 2023	Written

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P-930	Vanessa Santarsiero		Aug 30, 2023	Written
P-931	Carolyn & Tony Scarr		Aug 30, 2023	Written
P-932	Susan Schacher		Aug 30, 2023	Written
P-933	Carol Schaffer		Aug 30, 2023	Written
P-934	Monika Scherlchen		Aug 9, 2023	Website
P-935	Naomi Schiff		Aug 30, 2023	Written
P-936	Jenifer Schneider	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-937	Marilynn Schneller	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-938	Becca Schonberg		Sep 6, 2023	Website
P-939	Rebecca Schonberg		Aug 30, 2023	Written
P-940	Janice Schroeder		Aug 30, 2023	Written
P-941	Janice Schroeder	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-942	Maria Schulman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-943	Yael Schy	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-944	Gregory Scott	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-945	Thomas Scruggs		Aug 30, 2023	Written
P-946	Pauline Seales		Aug 30, 2023	Written
P-947	Patricia Seffens	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-948	Lisa Segal	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-949	Shirley Selangoski		Aug 30, 2023	Written
P-950	Shirley Selangoski	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-951	Holly Sellers		Aug 30, 2023	Written
P-952	Robert SELLERS		Aug 30, 2023	Written
P-953	Joseph Servin		Oct 13, 2023	Website
P-954	Jane Shahpar	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-955	Cindy Shamban		Aug 30, 2023	Written
P-956	Maria Shanle		Aug 30, 2023	Written
P-957	Shawna Sherman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-958	Susan Shauf		Oct 11, 2023	Email
P-959	Philip Shaw		Aug 30, 2023	Written
P-960	Leah Sheely	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-961	Nancie Shelden	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-962	Bhima Sheridan		Aug 15, 2023	Oral
P-963	Bhima Sheridan		Aug 30, 2023	Written

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P-964	Bhima Sheridan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-965	Bhima Sheridan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-966	Django Sheridan		Aug 15, 2023	Website
P-967	Gjango Sheridan		Aug 30, 2023	Oral
P-968	Twyla Sheridan		Aug 30, 2023	Oral
P-969	Susan Sherk		Aug 30, 2023	Written
P-970	Catherine Sherrer		Oct 12, 2023	Email
P-971	Catherine Sherrer	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-972	Alli Shields		Aug 30, 2023	Written
P-973	Kelly Shimabukuro	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-974	Virginia Shimabukuro		Aug 30, 2023	Written
P-975	Alla Shipovsky		Oct 8, 2023	Website
P-976	Alla Shipovsky		Oct 15, 2023	Website
P-977	Alla Shipovsky	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-978	Rebecca Shirley		Aug 30, 2023	Written
P-979	Courtney Silva	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-980	Ethan Silverman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-981	Kira Silverman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-982	Kira Silverman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-983	Mila Silverman	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-984	Dee Simmons		Aug 30, 2023	Written
P-985	Elisabeth Simmons	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-986	Jessica Sims	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-987	Roshanak Sirjani		Aug 30, 2023	Written
P-988	Brian Skinner		Aug 30, 2023	Written
P-989	Major Skinner		Aug 30, 2023	Written
P-990	Major Skinner	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-991	Michael Skolnick		Oct 6, 2023	Website
P-992	Steve Slater		Oct 14, 2023	Email
P-993	Peter Smalley	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-994	Craig Smith	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-995	Joan Smith		Aug 30, 2023	Written
P-996	Judith Smith		Aug 30, 2023	Written

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P-997	Judith Smith		Aug 30, 2023	Written
P-998	Justin Smith		Aug 30, 2023	Zoom Chat
P-999	Sean Smith		Aug 30, 2023	Written
P-1000	Susan Smith		Aug 30, 2023	Written
P-1001	Tom Smith		Aug 30, 2023	Written
P-1002	Tom Smith	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1003	Deirdre Snyder		Aug 30, 2023	Written
P-1004	Stacey Sobel		Aug 30, 2023	Written
P-1005	Stacey Sobel	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1006	Robin Soffer	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1007	Luis Solorzano	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1008	Joel Solosky		Aug 30, 2023	Written
P-1009	Trish Herrera Spencer		Aug 15, 2023	Oral
P-1010	Trish Herrera Spencer		Aug 30, 2023	Oral
P-1011	Trish Herrera Spencer		Oct 16, 2023	Email
P-1012	Amber Spiel		Aug 30, 2023	Written
P-1013	Greg Spooner	Scientist Rebellion	Aug 15, 2023	Oral
P-1014	Greg Spooner		Aug 30, 2023	Written
P-1015	Greg Spooner		Aug 30, 2023	Oral
P-1016	Kenneth Spray	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1017	Trevor Spray	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1018	Carolyn Squeri	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1019	Jason Stafford	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1020	Olga Stafford	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1021	Joan Starr		Aug 30, 2023	Written
P-1022	Jill Staten		Aug 30, 2023	Written
P-1023	Jillene Staten	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1024	Alvin Stefani	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1025	Samantha Stein		Aug 30, 2023	Written
P-1026	Alina Steinbwrg	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1027	M. Steppe		Aug 30, 2023	Written
P-1028	Liz Lawhead Stewart		Aug 30, 2023	Written
P-1029	Kathy Stiles		Aug 30, 2023	Written
P-1030	Linda Stone		Oct 15, 2023	Email
P-1031	Marian Stone	Stop OAK Expansion Coalition	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-1032	Nicole Stone	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1033	Camille Stough	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1034	Sharon Strachan		Aug 14, 2023	Website
P-1035	Nicole Strauss		Aug 30, 2023	Written
P-1036	Kathleen Stricklin		Aug 18, 2023	Website
P-1037	Ogie Strogatz		Aug 30, 2023	Written
P-1038	Jason Su	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1039	Jason G. Su		Oct 16, 2023	Website
P-1040	Jason G. Su		Oct 16, 2023	Email
P-1041	Kathy Sugitani	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1042	Michael Sullivan		Aug 30, 2023	Written
P-1043	Kathleen Sum	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1044	Stephen and Kathleen Sum		Oct 16, 2023	Email
P-1045	Christina Summary		Aug 30, 2023	Written
P-1046	Brandon Svec		Aug 30, 2023	Written
P-1047	swharrison		Oct 16, 2023	Email
P-1048	Paula Swiatkowski		Aug 30, 2023	Written
P-1049	Ambee T	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1050	Kathryn Taddei	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1051	John Takayama	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1052	Kevin Tan		Oct 11, 2023	Website
P-1053	Theresa Tan		Oct 11, 2023	Email
P-1054	Theresa Tan	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1055	Michelle Tang		Oct 10, 2023	Email
P-1056	Nadia Targulian	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1057	Mari-Rose Taruc		Aug 30, 2023	Written
P-1058	Anthony Tejada		Aug 15, 2023	Oral
P-1059	Debbie Tenenbaum		Aug 30, 2023	Written
P-1060	Jean Tepperman		Aug 30, 2023	Written
P-1061	Barbara Terrell		Aug 30, 2023	Written
P-1062	Molly Thane	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1063	Courtney Thomas		Aug 30, 2023	Written
P-1064	Laura Thomas		Aug 30, 2023	Written
P-1065	Laura Thomas	Stop OAK Expansion Coalition	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-1066	Laura Thomas	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1067	Laura Thomas	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1068	Laura Thomas	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1069	Emily Tibbot		Aug 30, 2023	Written
P-1070	Jody Timms		Aug 30, 2023	Written
P-1071	Tiff Ting		Aug 30, 2023	Written
P-1072	Jan Tomsic	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1073	Tania Torres		Aug 30, 2023	Written
P-1074	Rochelle Towers		Aug 30, 2023	Written
P-1075	Rochelle Towers	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1076	Arthurlene Towner	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1077	Norman Toy	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1078	Igor Tregub		Aug 30, 2023	Written
P-1079	Igor Tregub	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1080	Cecilia Trost	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1081	Shin Tsai	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1082	Shin Yi Tsai		Oct 15, 2023	Email
P-1083	Flora Tso	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1084	Susan Tu	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1085	Wai Tu	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1086	Lori Turk		Aug 12, 2023	Website
P-1087	Lori Turk-Bicakci		Aug 30, 2023	Written
P-1088	two2playy		Aug 8, 2023	Website
P-1089	Debora Uchida		Aug 30, 2023	Written
P-1090	Fern Uennatornwaranggoon		Aug 30, 2023	Written
P-1091	Dr. Claire Urbanski		Aug 24, 2023	Website
P-1092	Silke Valentine		Aug 30, 2023	Written
P-1093	Julie Van Buhler	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1094	Corrine Van Hook-Turner		Aug 30, 2023	Written
P-1095	Thomas Varghese		Aug 15, 2023	Oral
P-1096	Anne Vastola	Stop OAK Expansion Coalition	Oct 16, 2023	Email

Commenter Number	Name	Affiliation	Date	Submission Type
P-1097	Jane Veale	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1098	Jane and Gordon Veale		Oct 12, 2023	Email
P-1099	Lloyd Veitch		Aug 30, 2023	Written
P-1100	Khrizia Kamille Velacruz		Aug 30, 2023	Written
P-1101	Martha Velazquez		Aug 30, 2023	Written
P-1102	Cara Veremko		Aug 30, 2023	Written
P-1103	Esperanza Vielma		Aug 30, 2023	Written
P-1104	Nikki Villacastin		Aug 30, 2023	Written
P-1105	Teresa Villasenor		Aug 30, 2023	Written
P-1106	Teresa Villasenor	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1107	Carlene Visperas		Aug 30, 2023	Written
P-1108	Michael Volk		Aug 30, 2023	Written
P-1109	Jesakah Vollmer	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1110	Jenny Voong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1111	Maggi Voong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1112	Kimberly Vo-Tran	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1113	Ashley Vu		Aug 30, 2023	Written
P-1114	Patrick W		Aug 15, 2023	Zoom Chat
P-1115	Julia Walsh	Citizen Climate Lobby, UC Berkely Public Health	Aug 15, 2023	Written
P-1116	Julia Walsh		Aug 30, 2023	Written
P-1117	Julia Walsh		Oct 2, 2023	Website
P-1118	Julia Walsh		Oct 16, 2023	Website
P-1119	Earnie Walters		Aug 30, 2023	Written
P-1120	Celia Wang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1121	Sonia Waraich		Aug 30, 2023	Written
P-1122	Rosi Ward		Aug 30, 2023	Written
P-1123	Soren Warming		Aug 30, 2023	Written
P-1124	Jan Warren		Aug 15, 2023	Oral
P-1125	Jan Warren		Oct 16, 2023	Email
P-1126	Kristine Water		Aug 15, 2023	Written
P-1127	Chris Weber	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1128	Lara Weber	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1129	Richard Weber	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1130	John Wehrle		Aug 30, 2023	Written
P-1131	Susan Wehrle		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-1132	David and Treya Weintraub		Oct 13, 2023	Email
P-1133	Ron Weisberg		Aug 30, 2023	Written
P-1134	Alex Weiss haus		Aug 30, 2023	Written
P-1135	Bella Weksler		Aug 14, 2023	Website
P-1136	Elias Welsh	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1137	Matt Wheeland		Aug 15, 2023	Website
P-1138	Matt Wheeland		Aug 24, 2023	Website
P-1139	Carol White		Aug 30, 2023	Written
P-1140	Carol Brotman White		Aug 30, 2023	Written
P-1141	Judith White	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1142	Pamela White		Aug 30, 2023	Written
P-1143	Richard White		Aug 30, 2023	Written
P-1144	Richard White		Oct 15, 2023	Website
P-1145	Richard White	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1146	Steve Willett		Aug 30, 2023	Written
P-1147	Jacquelyn Williams		Aug 30, 2023	Written
P-1148	Jacquelyn Williams	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1149	Neil Wilson		Oct 14, 2023	Email
P-1150	Kristy Winn	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1151	Riley Wise		Aug 30, 2023	Written
P-1152	Patrice Woepell		Aug 30, 2023	Written
P-1153	Emily Wohlford	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1154	Pete Woiwode		Aug 30, 2023	Written
P-1155	Mical Woldemichael	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1156	Peter Wolfe		Oct 6, 2023	Website
P-1157	Dorothy Wonder		Aug 30, 2023	Written
P-1158	Amy Wong		Oct 9, 2023	Email
P-1159	Amy Wong		Oct 10, 2023	Website
P-1160	Amy Wong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1161	Helen Wong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1162	Joanne Wong		Oct 10, 2023	Email
P-1163	Marvin Wong	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1164	Rufina Wong		Oct 16, 2023	Email
P-1165	Charlene Woodcock		Aug 30, 2023	Written
P-1166	Charlene Woodcock		Aug 30, 2023	Email
P-1167	Amy Woodridge		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-1168	Greg Woods	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1169	Russell Worth		Sep 5, 2023	Website
P-1170	Susan Wright		Aug 14, 2023	Website
P-1171	Susan Wright		Aug 30, 2023	Written
P-1172	Susan Wright		Aug 30, 2023	Oral
P-1173	Yuan Xu	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1174	We Ya	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1175	Chingyao Yang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1176	Destiny Yano		Aug 30, 2023	Written
P-1177	Darlene Yaplee	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1178	Sue Yascolt		Aug 15, 2023	Written
P-1179	Anne Yee		Sep 4, 2023	Website
P-1180	Erika Yip		Oct 15, 2023	Website
P-1181	Jaein Yoon	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1182	Jan Young	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1183	Kristi Young	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1184	Regan Young	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1185	Paul Youngblood		Oct 14, 2023	Website
P-1186	Jennifer Yu	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1187	Ping Yu		Oct 11, 2023	Email
P-1188	Vivien Yu		Aug 30, 2023	Written
P-1189	Jonas Yue	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1190	Christopher Yuen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1191	Kwok Woon Yuen	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1192	Scott Yundt	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1193	Francisco Zamora	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1194	Nina Zamora	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1195	Leana Zang-Rosetti		Aug 30, 2023	Written
P-1196	James Zhang		Sep 2, 2023	Email
P-1197	Xun Zhang		Oct 11, 2023	Email
P-1198	Lian Zhang		Aug 30, 2023	Written

Commenter Number	Name	Affiliation	Date	Submission Type
P-1199	Yiming Zhang	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1200	Jasmine Zhao		Aug 28, 2023	Email
P-1201	Laura Zhou	Stop OAK Expansion Coalition	Oct 16, 2023	Email
P-1202	Li Ping Zhou		Oct 16, 2023	Email
P-1203	Margaret Zhou		Aug 30, 2023	Written
P-1204	Yun Jun Zhuo		Oct 16, 2023	Email
P-1205	Sadaya Zimmerle		Sep 24, 2023	Email
P-1206	Dragana Zivanovic	Stop OAK Expansion Coalition	Oct 16, 2023	Email

P.3 GLOBAL RESPONSES

Several topics were addressed by multiple commenters. This section includes the following global responses:

- Global Response A: Aviation Forecast
- Global Response B: Flight Paths and Procedures
- Global Response C: Baseline Year
- Global Response D: Noise
- Global Response E: Environmental Justice and Community Engagement
- Global Response F: Human Health Risk Assessment
- Global Response G: Greenhouse Gas and Climate Change
- Global Response H: Alternative Fuels
- Global Response I: Alternatives
- Global Response J: Addition of New Information

P.3.1 Global Response A: Aviation Forecast

Many commenters indicated that additional gates would equate to additional flights at OAK.

As shown in **Section 2.4** of the EIR, the Port developed a forecast of future aviation activity at OAK, which includes commercial airline passenger activity, as well as cargo, business, military, and general aviation activity. This forecast of future activity is quantified in terms of the number of passengers who would be expected to use OAK, the weight of cargo that would be expected to be transported through OAK, and the number of aircraft operations that would be expected to occur at OAK. The forecast also documents the types of aircraft, or fleet mix, that would be expected to be used at OAK.

The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The

forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics.

The following three primary factors were considered in preparing the aviation activity forecast:

- Historic aviation traffic in the Bay Area region and at OAK;
- Current and future activity from commercial airlines; and
- Economic data for the region.

The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022.

As a point of comparison, the most recent regional study of forecast air traffic for the Bay Area was completed by the Bay Area Regional Airport Planning Committee (RAPC) in 2011. This study, which analyzed multiple scenarios (including analysis of the impact of High Speed Rail on the airport system), distributed air traffic among the Bay Area airports. The study showed that OAK's share of regional air traffic demand would be between 21 and 24 million annual passengers (MAP) by 2035 (as compared to the current forecast of 24.7 MAP by 2038). Therefore, the forecast provided in **Chapter 2** is consistent with the 2011 RAPC study and considered reasonable.

In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened new passenger terminal buildings (see

Table P-4). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of the passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building.

TABLE P-4
ENPLANEMENTS AT FOUR MEDIUM-HUB AIRPORTS THREE YEARS BEFORE AND THREE YEARS AFTER OPENING OF A PASSENGER TERMINAL BUILDING

Year	Total Enplanements in the United States	Indianapolis International Airport Enplanements (Opening Year: 2008)	Jacksonville International Airport Enplanements (Opening Year: 2010)	Louis Armstrong New Orleans International Airport (Opening Year: 2019)	Sacramento International Airport (Opening Year: 2011)
2005	736,162,135	4,249,529			
2006	738,005,688	3,996,076			

2007	762,397,236	4,091,517	3,139,856		
2008	735,296,607	4,092,456	3,011,401		5,140,164
2009	696,810,031	3,747,003	2,802,543		4,490,367
2010	712,632,374	3,689,624	2,727,113		4,490,367
2011	724,741,038	3,700,168	2,734,770		4,370,865
2012	731,800,740		2,614,884		4,369,758
2013	738,981,143		2,545,262		4,264,435
2014	761,255,357				4,338,637
2015	799,311,160				
2016	829,292,893			5,492,703	
2017	857,213,313			5,879,459	
2018	899,710,601			6,489,180	
2019	936,603,882			6,784,869	
2020	368,849,216			3,823,950	
2021	655,799,746			3,605,250	
2022	847,994,978			5,621,208	

Source: RS&H, 2024: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger

The Proposed Project does not change existing runways or the operational capacity of the existing runways. Any proposed changes in the airfield geometry, such as the layout of aprons, taxilanes, and/or taxiways, would be designed to support the safe and efficient movement of passenger and cargo aircraft to and from the South Field runway. The gate requirements represent the minimum number and size of gates needed to appropriately support the forecast. These proposed changes to airfield geometry do not affect the existing capacity of the Airport's runways; they serve to reduce aircraft delays, congestion, and related idling as aircraft transit to and from the apron areas. The Proposed Project does not change, improve, or expand the runways, or cause a change in the aircraft fleet mix, number of runway operations, time of runway operations, or airspace procedures. In summary, the Proposed Project would not increase runway capacity, but would rather accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service.¹

Construction of new facilities are also not elements or factors that affect aviation demand. Rather, as the Transportation Research Board (TRB) Airport Cooperative Research Board (ACRP) outlined in research they conducted, aviation demand is a function of the market. The ACRP was established as an industry-driven, applied research program that develops

¹ Refer to **Section 2.5** of the EIR for the sources that the Port used to identify industry standard levels of service.

near-term, practical solutions to problems faced by airport operators. ACRP is managed by the TRB of the National Academies of Sciences, Engineering, and Medicine and is sponsored by the FAA among other sponsors. Among the many research studies conducted under ACRP, Synthesis Report No. 2, *Airport Aviation Activity Forecasting*, states:

“Air travel is fundamentally a derived demand. In the case of business travel, it represents an input of productivity; in the case of leisure travel, it is part of the consumption of a broader activity (e.g., taking a vacation or visiting friends or relatives). In both cases, air travel demand derives from the desire or need to be at a certain location for a certain purpose and perhaps a certain time.”

Additionally, the report discusses the drivers of airport aviation activity, including the following: macroeconomic and demographic factors, airline market factors, air transport production costs and technology, regulatory factors, and substitutes for air travel. The report does not include as a driver of aviation activity specifically the construction or replacement of a passenger terminal building.

Thus, the Proposed Project would not induce additional enplanements or aircraft operations because the increases in enplanements are not based on the size of a terminal or the number of gates at a terminal.

P.3.2 Global Response B: Flight Paths and Procedures

Many commenters indicated that the EIR does not address flight paths (e.g., flight tracks) associated with OAK. In addition, some commenters indicated that the North Field flight paths go “right over their house.”

The Port does not have authority to regulate flight paths and procedures. Federal regulations, enforced through the FAA and TSA, have authority over aspects of air travel including passenger safety and transportation security. Federal regulations require certification of airports, pilots, and aircraft. Operators are required to maintain safe premises and enforce security measures.

Section 3.11.1.4 and **Appendix L** of the EIR describe the existing flight paths at OAK and that the existing flight paths were used as an input into the Aviation Environmental Design Tool (AEDT), which is the noise model approved by the Federal Aviation Administration (FAA). Regarding comments about flight paths from North Field, Figures 4 through 21 in **Appendix L** of the EIR show the flights paths for aircraft arriving and departing on the runways at OAK. As shown in these figures, flights arriving and departing on North Field runways fly over residential neighborhoods, along the existing flight paths used today. The Proposed Project does not change the existing flight paths and it is expected they will continue to be used in the future.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures.

The Proposed Project would have no effect on flight paths; therefore, no additional analysis regarding a change in flight paths is required for this EIR. It should be noted that flight

paths are determined by the Air Traffic Organization of the FAA. Any changes proposed for the flight paths at OAK would be subject to FAA planning and processes and would require a separate environmental review process under the National Environmental Policy Act (NEPA) with the FAA as the lead agency.

OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown.

While flight paths are not expected to change from existing conditions, the fleet mix between the existing and future years is expected to change within the commercial and cargo aircraft categories. Older generation aircraft will continue to be phased out in favor of quieter next generation aircraft. The fleet mix distribution in the future years shows a shift from older 737 aircraft models to Max models as well as a shift from older A320 models to New Engine Option (NEO) models. There are no significant changes expected to the fleet mix in the general aviation or military categories. The analyses in the EIR were based on these assumptions.

P.3.3 Global Response C: Baseline Year

As stated in **Appendix B**, prepared in November 2021, the Port identified 2019 as the baseline year for CEQA analysis for the following reasons: “Using the 2019 operations as a baseline provides a better, more accurate comparison for determining 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 nonessential travel.” The Comprehensive Aviation Activity Forecast Reports provided in **Appendix C** of the EIR further document how unprecedented 2020 was, showing that passenger travel through OAK plummeted from 13.4 MAP in 2019 to 4.6 MAP in 2020. The Notice of Preparation (NOP) for the EIR was issued and the Port’s environmental analysis began in the first half of 2021 when 2020 represented the most recent calendar year of information available. The operations during this time would be considered an anomaly and would not provide a reasonable representation of normal activity. The Port, therefore, concluded that the most recent pre-COVID conditions, as experienced in 2019, best represented the existing conditions for this analysis. As the California Supreme Court explained in *Communities for a Better Environment v. South Coast Air Quality Management District*, 48 Cal. 4th 310, 328 (2010), a “temporary lull or spike in operations that happens to occur at the time environmental review for a new project begins should not depress or elevate the base line....” Also see *Association of Irritated Residents v. Kern County Board of Supervisors*, 17 Cal. App. 5th 708 (2017), upholding an agency’s determination that the last year of full operations at an idled oil refinery was a realistic measure of baseline operational conditions.

The comment asserts that the EIR fails to provide substantial evidence showing that 2019 conditions were an accurate reflection of conditions existing in May 2021. Under CEQA, as explained above, that is not the test; the question is whether, at the time environmental review for the Proposed Project began, substantial evidence supported the Port’s decision to

use 2019 normal operations, as opposed to the unprecedented operations levels of 2020, as its baseline for analysis of operations with the Proposed Project. The EIR provides such evidence.

P.3.4 Global Response D: Noise

Many commenters indicated that noise from aircraft operating to and from OAK would be worse with the Proposed Project and that the EIR did not adequately address these noise impacts. Some commenters focused on aircraft noise as interrupting sleep because of nighttime aircraft operations.

Section 3.11.1.4 of the EIR identifies the methods used to describe existing and forecast aircraft noise conditions at OAK, which rely extensively on the Aviation Environmental Design Tool (AEDT), Version 3e,² which is the noise model approved by the FAA. The noise associated with aircraft operations are modeled using AEDT based on the following input parameters:

- The number of arrivals (landings) and departures (takeoffs) during an annual average day. The annual average day represents the number of operations during the year divided by 365/366.³
- The types of aircraft (or fleet mix) operating at the Airport throughout the year.
- The distance that aircraft taking off will fly as it affects the amount of fuel carried and, therefore, the weight of the aircraft.
- The runways used for landing or takeoff.
- The flight paths or tracks the aircraft fly to or from the runway ends.
- The time of day during which each operation occurs. The Community Noise Equivalent Level (CNEL) noise metric adds a 4.8-decibel (dB) weighting to events occurring between the evening hours of 7:00 p.m. and 10:00 p.m. and a 10-decibel weighting to events occurring between 10:00 p.m. and 7:00 a.m. (nighttime).

Further details regarding these input parameters are provided in **Appendix L** of the EIR.

In addition, **Section 3.11.3.2** of the EIR indicates that the change in future aircraft operations noise conditions (i.e., in 2028 and 2038) compared to existing conditions is attributable to forecast passenger activity and aircraft operations that are anticipated to occur at OAK with or without the Proposed Project. Therefore, the Proposed Project would be the same as future conditions without the Proposed Project in terms of the number of aircraft operations, the type of aircraft operating, and the timing of aircraft used at OAK. For a further discussion of forecast operations, see **Section 2.4** and **Appendix C** of the EIR and Global Response B: Aviation Forecast. As a result, the number of aircraft operations for the future No Project Alternative and the Proposed Project are the same and the noise contours for both scenarios are the same. **Figures 3.11-5** and **3.11-6** show the CNEL 65

² When this EIR began, AEDT Version 3e was the most current version of the model and therefore, was used for the analysis in the Draft EIR.

³ 365 days is included as a non-leap year number of days and 366 days is included as a leap year number of days. Future year 2028 is a leap year.

dB noise contours associated with the No Project Alternative and the Proposed Project for 2028 and 2038, respectively. As shown in **Tables 3.11-13** and **3.11-15**, the number of noise-sensitive land uses under future years 2028 and 2038 would be the same for both the No Project Alternative and the Proposed Project.

Appendix M of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK. This study estimates the degree of sleep disturbance (analyzed as the number of awakenings between 10 p.m. and 7 a.m.) at locations in the vicinity of OAK. Residents in the vicinity of OAK currently experience awakenings and could continue to experience awakenings in the future.

The sleep disturbance analysis detailed in **Appendix M** used the single-event noise metric of A-weighted Maximum Sound Level (L_{max} or L_{Amax}) from all modeled aircraft types to evaluate the potential for awakening. HMMH, the noise experts who prepared the sleep disturbance analyses, selected this methodology based on their professional judgment that it represented the most scientific means of estimating sleep disturbance. This methodology was first proposed by Mathias Basner and others in 2006. Dr. Basner is now the FAA's Principal Investigator for the ongoing National Sleep Study (NSS), the goal of which is to produce an updated dose-response relationship between aircraft noise and awakenings.

In addition, a traditional Single Event Noise Level (SEL) analysis was prepared because that methodology is more commonly used and was used for the Port's last OAK EIR, the 2003 Airport Development Program Supplemental Environmental Impact Report. This analysis is included in the EIR as part of **Appendix Q**. The aircraft noise contours illustrated in this analysis provide insight as to how certain operations (arrivals or departures) affect noise receivers around OAK. For example, departures tend to expose a larger geographic area to noise at or above the specified levels than arrivals. This is because, when departing, aircraft operate at higher engine power levels and the noise spreads to the sides of the aircraft, creating larger contours to the sides. Arrival noise contours are generally much narrower than the departure contours. This narrowing of the contours relative to the departure contours occurs because the aircraft are operating under reduced engine power and are lower to the ground, concentrating noise in the areas immediately beneath and to the sides of the aircraft as they descend, rather than dispersing it. Additionally, a supplemental sleep disturbance analysis, also included in **Appendix M**, used SEL as the noise metric. The SEL analysis shows that there would be no substantial increase in the numbers of more-intrusive events at or above 85 or 90 dB SEL at any of the 15 noise receivers listed in **Appendix M**.

The noise analysis in the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project.

Finally, for more than 50 years, the Port has made continuous efforts to develop programs at OAK that minimize noise effects on surrounding communities. Long before today's sophisticated noise-monitoring system was installed, Airport management met regularly with aircraft operators, the Federal Aviation Administration (FAA), and community representatives to develop noise abatement procedures.

The Airport continues to meet with these groups today to seek ways to balance noise concerns with OAK's other concerns and priorities, such as environmental issues, consumer

and air carrier demands, economic and employment opportunities, and regional transportation needs, while maintaining safety as its top priority. Pilot education is essential to OAK's noise abatement program. Program information is distributed through established aviation publications, through handouts and posters at Airport facilities and through letters to and meetings with pilots.

P.3.5 Global Response E: Environmental Justice and Community Engagement

Many commenters indicated that aviation activities expose communities to air pollution and health risks and that the Port did not notify these communities of the Proposed Project or do adequate public outreach. In addition, many commenters stated that more flights at OAK would result in more pollution and have an effect on these communities.

The Port recognizes that some of the communities in the vicinity of OAK are economically disadvantaged and/or include underrepresented minorities. Port conducted extensive public engagement, including all of the following:

- Held a community meeting prior to the release of the NOP to share details about the Proposed Project and solicit feedback on the scope and content of the Draft EIR;
- Mailed 177,000 post cards to residents in the surrounding communities, including East Oakland residents, agencies, business partners, and others who expressed interest in the Proposed Project;
- Published 16 advertisements both online and in newspapers;
- Distributed 9 hard copies of the Draft EIR at libraries in surrounding area;
- Posted the Draft EIR on the Port's website;
- Held 4 public scoping meetings on the Notice of Preparation; and
- Held 4 public meetings for comments on the Draft EIR.

For the public meetings on the Draft EIR, two were held in person, and two were held virtually using Zoom and at different times of the day to provide multiple avenues for access and participation. Further, the two in person public meetings included time at the beginning (prior to the presentation on the project and receipt of comments) for attendees to meet with the Port and consultant experts to discuss the project and the individual environmental impact areas.

The Port has invested substantial resources in EJ and climate change-related initiatives to tangibly improve the quality of life for Oakland residents and adjacent communities. The Port's extensive community engagement efforts with neighboring residents and community-based organizations have resulted in a variety of coordination and collaboration initiatives. To broaden the Port's reach into the community, additional engagement and education efforts have been targeted towards the Port's fence-line communities to include residents, local businesses and individuals that work in these neighborhoods. The Port has partnered with several well-regarded community-based organizations (CBOs) to improve its outreach to disadvantaged communities. These organizations were selected based on their dedication to disadvantaged communities including those who work with individuals with limited-English proficiency (LEP) and based on their proven experience working on issues

such as public health, health equity, environmental health, environmental justice, social justice, racial equity, youth development or senior services.

The Port also continues to seek funding opportunities that will have direct benefits to the communities. Examples of recent grant partnerships in 2023 and 2024 include but are not limited to:

1. California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant, Climate Adaptation Planning
2. U.S. Dept of Transportation – Federal Highway Administration FY2023 Promoting Resilient Operations for Transformative Efficient, and Cost-Saving Transportation (PROTECT) Grant Program
3. Federal Aviation Administration (FAA) Airport Improvement Program (AIP) FY 2023 Supplemental Discretionary Grants Program
4. Environmental Protection Agency (USEPA) Clean Ports Program, Zero-Emission Technology Deployment Competition
5. USEPA Environmental and Climate Justice Community Change Grants Program
6. USEPA Clean Heavy-Duty Vehicles Grant Program
7. USEPA FY 2025 Brownfields Job Training Grants Program

While some have been awarded and some are still awaiting selection notices, these grant partnerships demonstrate the Port's commitment to emission reductions and meaningful community engagement.

The East Oakland community has built a strong advocacy position and working relationship with the Port that has led to meaningful policy changes. The Port has been involved with the East Oakland chapter of the Assembly Bill (AB) 617 Community Air Protection Program. Through this program, a steering committee managed by East Oakland residents, coordinates with entities like the Port to identify, prioritize, and reduce air pollution concerns and community assets in East Oakland, which is one of the most heavily burdened communities throughout the State of California. In February 2022, East Oakland was selected amongst other high priority communities in the Bay Area due to long standing air quality challenges, health inequities, and a history of environmental justice issues. The community-led East Oakland AB 617 Community Emissions Reduction Plan (CERP) will be developed by the East Oakland Community Steering Committee (CSC) with the support of the CERP Co-Leads, Communities for a Better Environment (CBE) and the Bay Area Air Quality Management District. The CERP will include strategies to address long standing air quality challenges in East Oakland. The East Oakland CSC consists of CBOs, youth organizations, non-profits, faith communities, education, government, health, and business representatives from the East Oakland area, including the Airport. In June 2024, the Port provided a tour to the AB 617 CSC members to describe OAK operations, highlight the environmental programs and initiatives, and discuss the Proposed Project. The Port will be providing a second tour in the Fall 2024 for AB 617 CSC members who could not attend in June 2024.

The Port will continue to collaborate with the East Oakland community on priorities and initiatives to support the goals of the CERP.

The Port also established the Oakland Airport-Community Noise Management Forum in 1998 (Noise Forum), to provide a committee comprised of elected officials and citizen representatives to address aircraft noise issues related to OAK. With a 20+ year history, this forum is now an important standing venue for communication between the Airport and at least six neighboring communities and the county. With input from the Noise Forum, the noise management program has continuously improved with implementation of noise minimization measures, data capture, documentation, and communication tools. These measures and tools include voluntary “fly quiet” procedures for pilots, a noise monitoring system, a noise complaint reporting system, web-based aircraft report dashboards, community advisories, and continued advocacy on behalf of the community regarding FAA management of flight paths. In response to noise concerns from the community, OAK constructed a \$4 million ground run-up enclosure, the first of its kind.

Additionally, the Port participates in similar resiliency working groups with community members, such as the Oakland Alameda Adaptation Committee, to discuss flood control and flooding issues. Learning from the lived experience of residents, the Port has started planning and implementing specific adaptation projects. Having worked through the multi-year process of design and construction, the Port completed improvements to the perimeter dike in 2022 to protect the Airport from storm inundation and rising sea levels. The Port enhanced the stability of the Airport dike and raised its height by an additional 12 inches beyond the Federal Emergency Management Agency’s (FEMA) 100-year flood standards to secure the Airport against flooding and to prepare for the effects of sea level rise from climate change.

As a demonstration of the Port’s commitment to engaging with the community, the Port will include the development of a Community Benefits Agreement (CBA) as part of the Proposed Project. However, because the CBA is not a measure to mitigate a significant impact of the Proposed Project, the CBA will not be included as part of the Mitigation Monitoring and Reporting Program.

P.3.6 Global Response F: Human Health Risk Assessment

Several commenters requested additional information as to the methodology of the Human Health Risk Assessment (HHRA) and expressed concern as to human health hazards as they relate to the East Oakland community and on-Airport workers.

The HHRA (**Appendix E**) was conducted to evaluate the potential effect of the Proposed Project on human health in the surrounding communities. Following CEQA guidance, the existing conditions were set as the baseline above which project impacts were calculated. The steps followed to conduct the assessment are noted below.

Step 1: HHRA Protocol Development

The Proposed Project was introduced to the Bay Area Air Quality Management District (BAAQMD) in a meeting on May 12, 2022, which included an overview of the HHRA protocol approach and inputs. The methodologies in the HHRA protocol are based on guidance provided by the California Environmental Protection Agency (CalEPA) Office of

Environmental Health Hazard Assessment (OEHHA)⁴ and BAAQMD.^{5,6,7} The draft protocol was submitted to BAAQMD for review and comment on September 1, 2022. Comments from BAAQMD on the protocol were received on September 29, 2022. These comments were addressed in the final protocol, which was completed on January 6, 2023. The final protocol is provided in **Appendix E**, Attachment 1.

Step 2: Emission Model Selection (EMFAC, OFFROAD, CEPAM, and AEDT)

The particulate matter (PM₁₀ and PM_{2.5}) and total organic gas (TOG) emission factors used in the HHRA analysis came from California Air Resources Board (CARB) EMFAC2021 for on-road vehicles and from California Air Pollution Control Officers Association California Emissions Estimator Model (CaIEEMod, which uses OFFROAD2017 emission factors) for offroad construction equipment).

Per BAAQMD comment (at the May 12, 2022, meeting), emissions from OAK ground support equipment (GSE) for each year analyzed were obtained from CARB's California Emissions Projection Analysis Model (CEPAM) database.⁸ The fleet average emission factors for on-road vehicles and offroad equipment are shown to decrease as existing mobile source emission regulations drive emissions down. These models (EMFAC, OFFROAD, and CEPAM) reflect the fact that emission factors are decreasing.

AEDT was used to estimate emissions from operations of aircraft and their on-board auxiliary power units (APUs) at OAK. The aircraft types used in the emissions modeling included commercial passenger, air freight, general aviation, and military. The engine types included turbofan, turboprop, turboshaft, and piston. The change in aircraft operations over time is documented in **Appendix C**.

⁴ CalEPA Office of Environmental Health Hazard Assessment. (2015). *Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments*.

⁵ Bay Area Air Quality Management District (BAAQMD). (2022). California Environmental Quality Act – Air Quality Guidelines. Retrieved from: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>.

⁶ Bay Area Air Quality Management District (BAAQMD). (2021). *Air Toxics Control Programs Health Risk Assessment Guidelines*. Retrieved from: https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20211215_hraguidelines-pdf.pdf.

⁷ Bay Area Air Quality Management District (BAAQMD). (2020). *Health Risk Assessment Modeling Protocol*. Retrieved from: https://www.baaqmd.gov/~/media/files/ab617-community-health/facility-risk-reduction/documents/baaqmd_hra_modeling_protocol-pdf.

⁸ California Air Resources Board (CARB). California Emissions Projection Analysis Model (CEPAM) database. Retrieved from: <https://ww2.arb.ca.gov/applications/cepam2019v103-standard-emission-tool>.

Step 3: Emissions Determination (PM₁₀, PM_{2.5}, and ROG/TOG)

The emissions of PM₁₀, PM_{2.5}, and reactive organic gases (ROG)⁹ from Airport operations are presented in the EIR, **Section 3.3, Tables 3.3-6, 3.3-9, and 3.3-10**, respectively for 2019, 2028, and 2038. The CARB Organic and Particulate Matter Speciation (provides estimates of the different phases of emissions present) profiles for each source type are listed in the HHRA Report included in **Appendix E** of the EIR, Table E-9. Step 4 below describes how these profiles are used to convert the ground level concentrations of PM₁₀ and TOG to concentrations of individual toxic air contaminants (TACs).

Comparison of PM₁₀ and PM_{2.5} emissions associated with GSE and ground access vehicles (cars and trucks) in 2028 (**Table 3.3-9**) and 2038 (**Table 3.3-10**) decreased relative to the 2019 existing emissions (**Table 3.3-6**). ROG emissions also declined in the future years for GSE and ground access vehicles. These two source categories represent the sources that would produce diesel PM, the primary driver of cancer and chronic non-cancer health risks, and other mobile source TAC emissions. Part of these emission reductions are due to mobile source emission regulations that drive these emissions down into the future. In addition, the GSE sources are being converted out of diesel and into gasoline, natural gas, and electric equipment as indicated in the CARB CEPAM database noted above. PM₁₀ emissions from natural gas and gasoline equipment and vehicles do not emit diesel PM.

With regard to lead (Pb) emissions from aviation gasoline (AvGas)-fueled piston aircraft, the forecasts included in **Appendix C** of the EIR indicated that the small number of general aviation operations, which represent the bulk of AvGas -fueled aircraft at OAK, would decline relative to the existing condition (2019). See **Appendix C**, Section 8.3 – General Aviation Fleet Mix, including Table 8-3, on pages 81 and 82 of the updated 2022 forecast report. This reduction in the piston aircraft operations would result in a decrease in Pb emissions in the future. In addition, the FAA has set a goal of removing lead from AvGas by 2030 through its Eliminate Aviation Gasoline Lead Emissions (EAGLE) program. The effect of this program has not been considered in the HHRA but would likely reduce Pb emissions from general aviation aircraft substantially by 2038 compared to the Pb emission analyzed in the HHRA.

Therefore, emissions of diesel PM from operations of GSE and ground access vehicles and emissions of Pb from operations of AvGas-fueled general aviation aircraft are declining and are lower under the Proposed Project scenarios than in the 2019 environmental baseline.

Step 4: Concentrations of TACs Development

The emissions of PM₁₀, PM_{2.5} and TOG are incorporated into the air dispersion modeling analyses to estimate ground level concentrations of these compounds and, through use of speciation profiles noted in Step 3 above, develop concentrations of individual TACs. Note

⁹ Total organic gases (TOG) include all organic gases, while volatile organic compounds (VOC) or ROG include only those gases that react in the atmosphere to form ozone; therefore, VOC or ROG are a subset of compounds included in TOG. While VOC or ROG are calculated for criteria pollutant emission inventories, TOG is calculated for HHRA speciation either by utilizing TOG-specific emission factors from the various utilized emission models or by multiplying VOC or ROG emissions by a conversion factor appropriate to the emission source.

that the BAAQMD CEQA guidance¹⁰ includes risk thresholds associated to the individual TACs, and also includes concentration significance thresholds for project total and cumulative total PM_{2.5}. Therefore, dispersion modeling results of PM_{2.5} are compared to the concentration thresholds in the CEQA guidance. The comparison to the PM_{2.5} project threshold is presented in the EIR **Section 3.3**, page 3.3-46, and **Appendix E**, Section E.4.2, including Figure E-4. The comparison to the cumulative PM_{2.5} threshold is presented in the EIR, **Appendix E**, Section E.4.3.3, including Figure E-5. Both results were below the BAAQMD significance thresholds.

For the TACs, PM₁₀ and TOG concentrations are converted to individual TAC concentrations used for exposure, dose, and risk assessment described in Step 5 below. To determine individual TAC concentrations, the PM₁₀ and TOG concentrations were determined separately for the following source types:

- Aircraft and APUs fueled by Jet A (turbofan, turboprop, turboshaft engines) – includes ground taxiing and idling, takeoff, climbout up to the mixing height, approach from below the mixing height, and landing emissions
- Aircraft fueled by AvGas (piston engines) – includes ground taxiing and idling, takeoff, climbout up to the mixing height, approach from below the mixing height, and landing emissions
- GSE fueled by diesel
- GSE fueled by gasoline
- On-Road Motor Vehicles fueled by diesel
- On-Road Motor Vehicles fueled by gasoline
- On-Road Motor Vehicle Tire Wear and Brake Wear
- Construction equipment fueled by diesel
- Construction equipment fueled by gasoline
- Construction dust
- Construction paving
- Construction architectural coatings

The PM₁₀ concentration at each receptor for each of these source types was multiplied by the fraction of each TAC included in the PM speciation profiles listed in **Appendix E**, Table E-9. Similarly, the TOG concentrations of each source type were multiplied by the fraction of each TAC included in the TOG speciation profile listed in the same table. These profiles are freely available online at the URLs provided in the table notes of Table E-9 in **Appendix E**. For a given TAC, the resulting concentrations at each receptor are summed across all of the source types to obtain the total concentration of that TAC and each

¹⁰ Bay Area Air Quality Management District (BAAQMD). (2022). California Environmental Quality Act – Air Quality Guidelines, Chapter 3 – Thresholds of Significance. Retrieved from: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?rev=a976830cce0c4a6bb624b020f72d25b3.

receptor. This analysis is applied to all TACs at all receptors for each averaging period (1-hour and period). As noted in **Appendix E**, Section E.2.3, the Proposed Project-related concentrations at the receptors include all of the construction-related concentrations and the incremental Proposed Project operational concentrations (determined by subtracting the environmental baseline concentrations from the future with Proposed Project concentrations).

As noted, the TAC emissions from construction equipment were also included in the HHRA. The contributions from construction TACs to risks and hazards are presented in **Appendix E**, Tables E-10 (cancer risks), E-11 (chronic non-cancer hazards), E-12 (8-hour non-cancer hazards), and E-13 (acute non-cancer hazards). The Proposed Project construction contribution included construction for all six years of construction. Proposed Project incremental operations were assumed to start when the first phase of new construction is completed and a portion of the proposed facilities would become operational (after three years of construction) and would continue until the end of the respective exposure period. Therefore, the Construction Only risks represented exposure to all six years of construction-related TAC, Operations Only risks represented exposure starting after three years of construction and continuing through the balance of the exposure period.

Step 5: Exposure, Dose, and Health Risk Assessment

The HHRA evaluated potential risks and hazards to various exposed populations, as indicated in **Appendix E**, Section E.2.2.1. These included residential adults and residential children, school children, offsite workers, and on-Airport workers. The HHRA analyzed cancer risks, chronic non-cancer hazards (annual and 8-hour), and acute hazards for each population.

The concentrations of TACs developed from Step 4 were used to represent the exposure concentrations for each of these populations. The concentration for each TAC at a peak risk location for each type of risk and population are included in **Appendix E**, Attachment 2, Tables 2-1 through 2-15 for various receptor populations and types of risks.

The doses for each population type were calculated using the exposure parameters listed in **Appendix E**, Tables E-2 and E-3 for population types and age groups; and the dose equations included in the HHRA Protocol (**Appendix E**, Attachment 1).

The assumed exposure frequencies (number of days exposed divided by days per year) used for different populations (resident, school child, worker) are presented in the EIR, **Appendix E**, Table E-2. These values come from the OEHHA 2015 guidance document¹¹ and assume that residents are at home for 350 days per year (both adults and children) and workers are at their workplace for 250 days per year. It was also assumed that school children are exposed for 350 days per year.

¹¹ CalEPA Office of Environmental Health Hazard Assessment. (2015). Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments. Section 5.4.1.1, page 5-24 (Resident); Section 5.4.1.2, page 5-28 (Worker).

Risks and hazards were calculated from the dose and the toxicity parameters included in **Appendix E**, Tables E-4 through E-7 for each TAC; and the risk equations included in the HHRA Protocol.

Additional factors used to calculate exposure durations for adult residents, child residents, and school children include the following:

- The OEHHA-recommended duration for cancer risk estimates at the maximally exposed individual resident (MICR) is 30 years.¹² This duration represents the U.S. Environmental Protection Agency's (USEPA's) high-end estimate of residency at a single location. OEHHA also suggests that -9-year and 70-year durations be included for supplemental information, representing the average and lifetime residency, respectively-. The HHRA used the recommended duration (30-years) for the significance determination for the resident which evaluated human health risk, including cancer risk estimates, of residential exposure from the 3rd trimester prior to birth through infancy and then from childhood into adulthood (30 years of age). The analysis also included a 9-year duration for a child resident because a child would produce higher cancer risks than an adult from exposure to construction TAC emissions due to their higher sensitivity to cancer and higher breathing rate (higher dose) – the age sensitivity factors and breathing rates are included in **Appendix E**, Table E-3 – and due to the shorter exposure duration would benefit less from long-term operational reductions in GSE and ground access vehicle TAC and diesel PM emissions noted in Step 3 above.
- Regarding the 70-year residential duration, all analyzed residential locations were shown to experience a reduction in cancer risk for the operations and for the combined construction and operations relative to the environmental baseline (2019), as summarized in **Appendix E**, Table E-10 and detailed in Attachment 2. Extending the duration of exposure to future operations which have declining TAC concentrations would not increase the cancer risk relative to the baseline. In fact, calculating 70-year residential cancer risk for this analysis would have produced a result lower than either the 30-year or 9-year durations.
- The school child duration of 12 years used in the analysis is based on the assumption that students attend school from 1st grade (grammar school) through 12th grade (senior in high school). The analysis also assumes that a school child remains at one school for all 12 years.

For information as to the application of this methodology, refer to **Appendix E**. The results of the HHRA determined that for offsite receptors, including the East Oakland community, the maximum health indices in future year scenarios (2028 and 2038) would decrease from the existing condition (2019).

¹² CalEPA Office of Environmental Health Hazard Assessment. (2015). Air Toxics Hot Spots Program Risk Assessment Guidelines – *Guidance Manual for Preparation of Health Risk Assessments*, Section 8.2.3.

The Port commits to providing environmental awareness training for on-Airport workers and making appropriate personal protective equipment (PPE) available to minimize risks related to air contaminants.

P.3.7 Global Response G: Greenhouse Gas and Climate Change

Many commenters indicated that the Proposed Project would contribute to climate change issues in California and that the EIR did not address the impacts of the Proposed Project with respect to climate change.

Section 3.7 of the EIR addresses climate change and the impacts that could occur with the implementation of the Proposed Project and future aircraft operations. The section includes an overview of the regulatory context of climate change from a federal, state, regional, and local perspective and identifies legislation and regulations intended to address climate change. In addition, the section discusses significance thresholds, best management practices (BMPs) for both construction-related and operational greenhouse gas (GHG) emissions, and the methodology for quantifying the air pollutant emissions that could occur with the implementation of the Proposed Project. **Table 3.7-3** of the EIR provides the estimated operational GHG emissions in 2019 and from the Proposed Project and future aircraft operations in 2028 and 2038. **Table 3.7-2** of the EIR provides the Proposed Project construction-related emissions for the six years during which construction would occur.

Table 3.7-4 provides a summary of the estimated change in operational GHG emissions from 2019. This section further indicates that future aircraft operations, which would occur with or without implementation of the Proposed Project, would result in a potentially significant impact and that, with continued implementation of the Port's ongoing environmental initiatives and designing and implementing a layout that supports operational efficiency, the impact could be reduced from what is projected.

Currently at OAK Terminals 1 and 2, the Port provides infrastructure to allow tenants and airlines to plug into the electrical grid system. Specifically, while at the gate, the aircraft turns off its engines and plugs into 400-hertz (400-Hz) ground power as well as connects to pre-conditioned air to allow the aircraft to be serviced and passengers to board/de-plane with zero emissions equipment that would have otherwise been reliant on jet fuel. The Port has also provided ground support equipment (GSE) charging infrastructure to allow its tenants to charge electric-powered GSE. For the Proposed Project, the Port is committed to installing similar gate electrification systems for tenants and airlines to use at the gate.

In addition, **Section 3.7.3.1** of the EIR identifies that the Port is participating in the Airports Council International (ACI) Airport Carbon Accreditation (ACA) Program and has achieved Level 1 Accreditation: Mapping. The Port subsequently achieved Level 2 Accreditation: Reduction in 2023 and Level 3 Accreditation: Optimization in 2024. As part of the accreditation, the Port developed and signed Carbon Reduction Statements with a goal of 50 percent emission reduction by 2030 and 100 percent zero emissions by 2040 from airport-owned and operated operations. The Port is committed to achieving subsequent levels of accreditation, which would require the Port to track GHG emissions and demonstrate further emissions reductions.

As part of the ACA Level 2 criteria, the Port prepared a Carbon Management Plan which includes initiatives to further reduce its carbon footprint. Initiatives include, but are not limited to:

- Conduct energy audits to identify energy conservation measures in airport facilities.
- Continue installation and upgrades to more energy efficient controls related to lighting, HVAC, and other large building loads.
- Develop energy/building systems management protocols and provide training to staff to maintain high levels of building energy performance.
- Evaluate opportunities to develop additional onsite renewable energy production by leveraging available funding sources, building partnerships, or implementing battery energy storage to overcome current capacity constraints.
- Develop a transition plan to convert natural gas consumption to all-electric building systems.
- Use LEED, Envision, or other third-party rating systems to guide the development of OAK-specific toolkits that would help integrate operational carbon reduction measures into airport planning, design, and construction practices.
- Eliminate chlorofluorocarbon-based refrigerants.
- Incorporate green/living or white roofs (high solar reflectance index materials) to combat heat island effect.
- Monitor and promote continued success of the airport concessions composting program and ban single-use plastics in the terminals.
- Install efficient fixtures and fittings within restroom facilities and consider installing recycled water systems to reduce the amount of potable water used in toilets and basins and to reduce the amount of wastewater.
- Continue engaging with airlines and regional partnerships to promote additional Sustainable Aviation Fuel (SAF) use at OAK.
- Continue to work with airlines to encourage transition to all-electric GSE.
- Procure alternative fuel/low-emission Port-owned vehicles where technologically feasible (and install necessary charging infrastructure).
- Evaluate and provide, as feasible, electric vehicle charging infrastructure for passengers, airport employees, tenants, and ground transportation providers.

Level 3 criteria includes all of the above in Levels 1 and 2 criteria. Level 3 focuses on third-party engagement in carbon footprint reduction and widens the scope of carbon footprint to include third party emissions and engage third parties at and around the Airport. The Port is committed to achieving subsequent levels of accreditation, which would require the Port to track GHG emissions and demonstrate further emissions reductions.

Even with all of the measures implemented as described above, the EIR concludes that the impact would still be significant and unavoidable.

At the Airport, the Airport Perimeter Dike (APD) provides tidal flood protection. Originally built in 1960, the perimeter dike was upgraded and rehabilitated in 1983. In order to gain a better understanding of future vulnerabilities at the Airport that could also impact adjacent properties and communities, the Port studied impacts from sea level rise (SLR) and storm and tidal surges. As a result of those studies, the perimeter dike was improved to address flood hazards standards and included additional improvements to address SLR impacts. improved in 2021/2022. Construction of the seismic stability improvements of the APD is anticipated to begin in 2025.

The Port also conducted two additional assessments of surface water management at the Airport: The North Field Vulnerability Report (Vulnerability Report) and an update of the Airport Stormwater Management Plan (Stormwater Management Plan). The Vulnerability Report examined the extent of floodwater resilience in the North Field of the Airport and presented improvements to mitigate future flooding. The Stormwater Management Plan provides updated hydraulic modeling of the stormwater infrastructure and presented improvements to maintain the system and improve throughput.

Although potential effects of sea level rise on the proposed project do not constitute a CEQA issue, in order to gain a better understanding of future vulnerabilities in other areas of the Port, the Port is conducting an extensive study of to address impacts from sea level rise. The study also includes groundwater intrusion (GWI) at all Port areas (including OAK) and developing an adaptation plan.

Communities and cities near the Port will also be affected by SLR and GWI. The Port is partnering with the City of Oakland (City), and including nearby Oakland neighborhoods, in an effort to include the waterfront communities in its SLR/GWI assessment. The Port also engages with neighboring cities, such as the City of Alameda, to share available information and data and partner together in addressing and adapting to SLR and GWI. The Port is a member of the Oakland Alameda Adaptation Committee (OAAC), a group that includes cities, local agencies, and a state agency. The OAAC is conducting a grant-funded study aimed at SLR adaptation projects benefiting multiple communities.

The Port continues to engage with communities on the Port's efforts regarding sustainability opportunities and climate resilience initiatives, including SLR and GWI.

P.3.8 Global Response H: Alternative Fuels

Many commenters stated that the Port should require the use of aviation biofuels or increase the use of aviation biofuels used by aircraft operating at OAK. In addition, some comments indicated that aviation biofuels are not the answer to climate change impacts.

Section 3.7.3.1 of the EIR indicates that one of the initiatives to reduce GHG emissions at OAK is to continue engaging with airlines and regional partners to promote increased use of Sustainable Aviation Fuel (SAF) as a replacement for conventional jet fuel. SAF is considered a biofuel, as it is made from non-petroleum feedstocks, and it is in use at OAK. Although the Port does not have the authority to control what types of aviation fuel are used by airlines operating at OAK, the Port will continue to engage with other entities to promote SAF use at OAK as one of many initiatives available to reduce GHG emissions. For example, Southwest Airlines has been using SAF at OAK since 2022 and has established goals as an organization to replace 10 percent of its total jet fuel consumption with SAF by 2030, and to

achieve net zero carbon emissions by 2050. In addition, Signature Aviation (an FBO in the North Field) currently provides SAF to corporate and GA customers as a fuel option. This initiative is one of 14 existing and proposed initiatives that the Port has identified to reduce GHG emissions, as described in Global Response G. While the Port will continue to pursue these initiatives, the Port is not relying only on SAF to reduce GHG emissions from operations at OAK.

In addition, less than one percent of fuel purchased at OAK is leaded aviation gasoline (AvGas). The Port will provide the necessary infrastructure for the use of the unleaded AvGas to encourage the FBOs and pilots to transition from leaded AvGas. In early 2022, the FAA and aviation industry announced the program Eliminate Aviation Gasoline Lead Emissions (EAGLE), a private-public partnership to develop an approved lead-free aviation system by 2030. Soon after, USEPA published initial rulemaking to find that lead emissions from airplanes may reasonably be anticipated to endanger public health and welfare. On October 20, 2023, the USEPA finalized the Endangerment Finding, which finds that lead air pollution may reasonably be anticipated to endanger the public health and welfare within the meaning of the Clean Air Act and compels USEPA to develop regulations limiting emissions from engines using Leaded AvGas. The Endangerment Finding did not ban the use of Leaded AvGas nor did it compel airports to stop offering it.

P.3.9 Global Response I: Alternatives

Many commenters requested that additional alternatives, such as high-speed rail and remote business and conferencing, be included in the EIR.

As required under Section 15126(d) of the CEQA Guidelines, an EIR must discuss a range of reasonable alternatives to a project that would feasibly attain most of the basic objectives of the project while avoiding or lessening significant environmental effects. An evaluation of the comparative merits of the project alternatives is also required. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The comparison of impacts between the project alternatives and the Proposed Project is presented in **Chapter 4** and is based on the discussion of the impacts associated with the Proposed Project as presented in **Chapter 3** of the EIR.

Chapter 4 of the EIR provides a description of other alternatives that were reviewed and presents the reasons each of these other alternatives was either brought forward for or screened (eliminated) from further study. The purpose of the alternatives analysis is to explore ways that the objectives of the Proposed Project could be attained while reducing or avoiding significant environmental impacts of the project as proposed. This process is intended to foster informed decision-making in the environmental process. **Section 4.3** of the EIR shows that the Port identified and analyzed eight alternatives. These alternatives included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to use other modes of transportation instead of aircraft and cannot require businesses to use conferencing as an alternative to business

travel. Each of the identified alternatives in the EIR was reviewed to determine whether it would be reasonable and practical to implement. **Section 4.4** of the EIR indicates that none of the other alternatives met the project objectives or were considered reasonable to implement. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR.

The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port.

P.3.10 Global Response J: Addition of New Information

Recirculation of an EIR would be triggered by the addition of “significant new information” after public notice of the Draft EIR’s availability for public review, but before certification of the EIR. Section 15088(a) of the CEQA Guidelines states that “new information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect . . .” Recirculation is not required where new information added to an EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines Section 15088.5(b)). Where there is significant new information added to the EIR, a decision not to recirculate an EIR must be supported by substantial evidence in the administrative record (CEQA Guidelines Section 15088.5(e)).

Here, the Response to Comments and revised text in the EIR serve to amplify, correct, supplement, or clarify information in the EIR. The clarifying revisions made to the EIR in response to comments received do not constitute significant new information meeting the criteria for recirculation of the EIR. No information disclosing a new or substantially more severe significant environmental impact was added to the EIR. As such, the new information incorporated in the Final EIR, including the Response to Comments, does not constitute significant new information and would not result in any new significant impacts nor a substantial increase in the severity of any impact already identified in the EIR. Further, the new information does not include new feasible project alternative(s) or mitigation measure(s) considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Proposed Project. The revisions to the EIR are minor revisions meant to provide clarification or enhance measures already proposed. Any additional measures included in the EIR are similarly minor and are intended to clarify and address comments received on the EIR impacts. No new impacts were identified, and there was no exacerbation of existing identified impacts as a result of this new information. The Port has reviewed the information added and determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR. This decision is supported by substantial evidence provided in this EIR.

P.4 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

P.4.1 Agencies Commenting on the Draft EIR

Nine comment letters on the Draft EIR were received from agencies during the 90-day comment period. These nine comment letters and responses to those comments follow.

Commenter A-1

Aleida Andrino Chavez

Alameda County Department of Transportation

From: Aleida Andrino-Chavez <aandrino-chavez@alamedactc.org>
Sent: Friday, September 15, 2023 4:33 PM
To: Colleen Liang; TermDev
Cc: Colin Dentel-Post
Subject: [EXTERNAL] OAK DEIR comments from Alameda CTC
Attachments: Oak_Airport_Project_DEIR_FinalLetter_Signed.pdf

The sender of this message is external to the Port of Oakland. Do not open links or attachments from untrusted sources.

Dear Ms. Liang,
Attached please find the Alameda CTC comments on the Draft Environmental Impact Report for the Oakland Airport Terminal Modernization and Development Project.
Thank you for the opportunity to comment on this DEIR and let me know if you have any questions.

Sincerely,

Aleida Andrino-Chavez, AICP, PTP

Associate Transportation Planner

Alameda County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607

[510.208.7480](tel:510.208.7480) direct dial | [510.208.7400](tel:510.208.7400) main line

Email: aandrino-chavez@alamedactc.org Website: www.alamedactc.org

Facebook: www.facebook.com/AlamedaCTC Twitter: [@AlamedaCTC](https://twitter.com/AlamedaCTC)



Our mission is to plan, fund and deliver a broad spectrum of transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.



1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

September 15, 2023

Port of Oakland
 Environmental Programs and Planning Division
Attention: Colleen Liang
 530 Water Street, Oakland, California 94607
 Email: TermDev@portoakland.com

SUBJECT: Draft Environmental Report (Draft EIR) for the Oakland International Airport Terminal Modernization and Development Project

Dear Ms. Liang,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland International Airport (OAK) Terminal Modernization and Development Project.

The Airport totals approximately 2,600 acres within the City of Oakland's general industrial/transportation zoning district and is divided into North Field and South Field. North Field primarily accommodates corporate and general aviation purposes and other supporting facilities. South Field accommodates the commercial passenger and cargo activity. OAK has four runways: One in the South Field and three in the North Field.

OAK is located in the City of Oakland, about 6.5 miles southeast of downtown Oakland. The project site is bounded by Bay Farm Island and Shoreline Park to the north, the San Leandro Bay, the Martin Luther King Jr. Regional Shoreline Park and Arrowhead Marsh to the northeast; industrial and light industrial, hospitality, and recreational land uses to the east; the Oyster Bay Regional Shoreline to the south; the San Francisco Bay to the west; and the City of Alameda to the northwest.

The project proposes to modernize terminals 1 and 2, consolidate passenger processing functions, construct expanded international arrival facilities, construct a new terminal, relocate existing cargo and support facilities, and improve the terminal area roadway, parking areas, and support facilities. In order to do this, the Project will demolish several buildings and parking areas in the airfield and cargo areas to accommodate new and expanded facilities at the OAK. The Project will implement a new terminal of 830,000 sq. ft. north of the existing Terminal 1 with a connector building between the existing terminals and the new terminal. In addition, the existing terminals 1 and 2 expansion component of the Project will result in an increase of approximately 81,600 sq. ft.

Since the proposed project would appear to generate over 100 pm-peak trips and is therefore subject to review under the Land Use Analysis Program (LUAP) of the Congestion Management Program (CMP), the Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Colleen Liang
September 15, 2023
Page 2

Congestion Management Program (CMP) Review

1

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed project on the CMP network of roadways as stated on page 3.13-2.

Use of Countywide Travel Demand Model

2

- Alameda CTC appreciates the use of the Alameda CTC Travel Demand Model to estimate trip generation for 2028 and 2038 as stated on page 3.13-12.
- Alameda CTC appreciates the use of Alameda CTC Travel Demand Model to estimate projected shifts in average trip length as stated on page 3.13-16

Alameda County Transportation Commission Goods Movement Plan

3

- The Alameda County Goods Movement Plan outlines long-range strategies for how to move goods efficiently, reliably, and sustainably within, to, from, and through Alameda County. Alameda CTC is pleased this DEIR uses this plan as a regional framework to evaluate the proposed project (page 3.13-2) and is consistent with the goals of the plan (page 3.13-30).

Transportation Demand Management (TDM) Program

4

- Alameda CTC appreciates that this DEIR is using MTC's Plan Bay Area 2050 as regional framework to evaluate the impacts of this project on air quality and it is evaluating expanding the use of clean vehicles and expanding its TDM programs as reported on page 3.7-6

Vehicle Miles Traveled (VMT)

5

To evaluate the VMT impacts on the transportation network, the proposed project used the metric VMT/passenger enplanement to evaluate transportation impacts of this project. The DEIR states that the number of future enplanements will be based on market demand and not affected by the proposed project; therefore, the DEIR's VMT projection is also based on an assumption that the number of enplanements will not change as a result of the project. The total VMT generated by the airport on a typical day in 2019 for passengers, employees, and deliveries was divided by the total number of enplanements for a typical day in 2019. This value was adjusted by estimated trip length, the need for additional employees at the airport, and reconfiguration of the parking areas with the project to determine cumulative VMT impacts. These impacts were found less than significant for the future years. However, Alameda CTC encourages expansion of OAK's TDM programs to ensure the impacts of VMT generated by current and additional employees are kept less than significant in the future.

Bike and Pedestrian Plans

6

The project site is adjacent to various corridors on the [Countywide Bikeways Network](#): Bessie Coleman Drive, Ron Cowan Parkway, Doolittle Drive, and the San Francisco Bay Trail. Alameda CTC has adopted an All Ages and Abilities Policy and Design Expectations for the Countywide Bikeways Network. Alameda CTC supports the proposed mitigation in the EIR to ensure that the pedestrian and bicycle connections between Ron Cowan Parkway and the Proposed Project are made upon project completion to replace the connection lost by the project's removal of part of John Glenn Drive. The replacement connection will be part of the Countywide Bikeways Network and should be consistent with the All Ages and Abilities Policy.

Colleen Liang
September 15, 2023
 Page 3

7

Cumulative Impacts

Alameda CTC appreciates that the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity, nor would it result in significant cumulative impacts on trip length and in VMT as stated on pages 3.13-28 and 3.13-29, respectively. While future VMT impacts were found to be less than significant, Alameda CTC encourages the project to implement and expand TDM strategies for employees of the airport to further reduce GHG emissions generated by project in the future.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7400 or Aleida Andrino-Chavez at (510) 208-7480 if you have any questions.

Sincerely,

Colin Dentel-Post

Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner

Response to Commenter A-1

1. The commenter's statement appreciating the evaluation of potential impacts of the proposed project is acknowledged.
2. The commenter's statement appreciating the use of the Alameda County Transportation Commission (CTC) Travel Demand Model is acknowledged.
3. The commenter's statement regarding the consistency of the proposed project with the goals of the Alameda County Goods Movement Plan is acknowledged.
4. The commenter's statement appreciating the use of the Metropolitan Transportation Commission's (MTC's) Plan Bay Area 2050 is acknowledged.
5. The commenter's statement encouraging the Port to expand existing transportation demand management (TDM) programs is acknowledged. As stated in **Section 3.13** of the EIR, the Proposed Project would not have a significant effect on VMT and TDM programs are not included in the Proposed Project. OAK does provide infrastructure and encourage alternate modes of transportation such as bike paths leading to the airport, bike parking, and the BART connector. The Port will assess TDM strategies during design of the Proposed Project and incorporate measures as feasible.
6. The commenter's statement supporting the mitigation in the EIR regarding bicycle and pedestrian connections is acknowledged.
7. The commenter's statement encouraging the expansion of TDM strategies is acknowledged. As stated in **Section 3.13** of the EIR, the Proposed Project would not have a significant effect on VMT and TDM programs are not included in the

Proposed Project. OAK does provide infrastructure and encourage alternate modes of transportation such as bike paths leading to the airport, bike parking, and the BART connector.

Commenter A-2
Kimi Watkins-Tartt and Nicholas Moss
Alameda County Public Health Department



Alameda County Health Care Services Agency
 Public Health Department
 Health Officer

Colleen Chawla, Director
 Kimi Watkins-Tartt, Director
 Nicholas Moss, MD, Health Officer

1100 San Leandro Blvd.
 San Leandro, CA 94577

(510) 618-3452
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 (510) 267-8010

October 16, 2023

Colleen Liang
 Port of Oakland Environmental Programs and Planning Division
 530 Water St., Oakland CA 94607

**RE: Comments on the Port's Oakland International Airport Terminal Modernization and Development Project
 Draft Environmental Impact Report**

Dear Colleen Liang:

On behalf of the Alameda County Public Health Department (ACPHD), we are submitting the following comments based on our review of the Oakland Airport Expansion Draft Environmental Impact Report (Draft EIR). The vision of ACPHD is that everyone in Alameda County no matter who they are, where they live, how much money they make, or the color of their skin, leads a healthy, fulfilling and productive life. ACPHD has a longstanding commitment to partnering with community stakeholders, regulatory agencies, the City and the Port to achieve health equity in Oakland.

ACPHD appreciates the opportunity to comment specifically on the Draft EIR with regard to its analysis of the project's air quality impacts and the likely connection to health consequences. Many studies have examined the significant effects of airports on the health of people who live, work, and play nearby because of exposure to air and noise pollution associated with aircraft, ground-side operations, and traffic. Given these likely population health concerns and the scale and complexity of the airport expansion project, we recommend that the EIR include a comprehensive analysis of the public health impacts of the Proposed Project, such as through a Health Impact Assessment.

1

Health Impact Assessment (HIA) is a recognized and well-defined process to evaluate the potential health implications of a policy or decision. HIAs typically look at who is most likely to be affected, explore whether the positive or negative impacts affect certain groups of people more than others, and consider health holistically, including broader social, economic, and environmental influences. HIAs can provide evidence-based recommendations to enhance predicted positive health impacts and minimize or mitigate negative ones. A comprehensive and systematic evaluation of the Proposed Project's impacts on human health and the distribution of those effects within the population is especially critical as part of CEQA requirements for EIRs to adequately inform the public about health and safety impacts, including to "reasonably describe the nature and magnitude of the adverse effect" and show a "reasonable effort to put into a meaningful context" any conclusions about significant impacts.ⁱ

ACPHD is particularly concerned with pursuing further study of these specific areas of the Draft EIR:

3.3 AIR QUALITY

Air pollution disproportionately impacts low-income communities of color. East Oakland is a predominantly low-income, Hispanic/Latino and African American/Black community located in the airport's vicinity. This community already experiences high levels of pollution from highways and industrial facilities, creating a disproportionate burden of illness associated with pollution. East Oakland residents have the highest rates of asthma hospitalization in the county. From 2018-2020, there were 936.6 asthma hospitalizations and Emergency Department visits per 100,000 for adults in East Oakland, and 1256.1 per 100,000 for children.ⁱⁱ This is more than three times higher than the overall Alameda County rate. Cancer, heart disease, stroke, and chronic lower respiratory disease are among the top 10 causes of death in East Oakland and together account for 43.4% of all deaths. These diseases are associated with—but not solely attributable to—air pollution, and East Oakland residents are dying from them at higher rates than residents countywide. Life expectancy in some census tracts of East Oakland is 12 years less than life expectancy in tracts with the highest life expectancy in the county.ⁱⁱⁱ

2

The Draft EIR finds that cancer risk and chronic non-cancer human health hazards from emissions of the Proposed Project construction and operation would be less than significant at residential locations. However, numerous studies of airport emissions from around the world indicate that air quality near major airports can be significantly affected by emissions from air mobile sources. One 2014 study measured particle number (PN) concentrations downwind from Los Angeles International Airport and found that LAX emissions adversely impacted air quality much further than reported in previous airport studies, increasing PN concentrations four-fold as far as 10 miles downwind.^{iv} Another 2018-2019 study of SEA-TAC found that communities underneath and downwind within 10 miles of jets landing at the airport are exposed to a type of ultrafine particle pollution that is distinctly associated with aircraft.^v A health risk assessment conducted in 1993 for the U.S. Environmental Protection Agency reported that aircraft engines are responsible for approximately 10.5 percent of the cancer cases within a defined geographic location (approximately 16 square miles) surrounding Chicago's Midway Airport.^{vi}

3

The Draft EIR does find that chronic non-cancer human health hazards would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. The Draft EIR concludes that this impact would be potentially significant and unavoidable, due to the cause resulting from aircraft operations which the Port does not regulate. However, the EIR should include a more adequate discussion specifying the nature and magnitude of these significant impacts, such as: how many workers are at risk for which chronic health impacts, and at what concentrations of pollutants are symptoms triggered.

3.7 GREENHOUSE GAS EMISSIONS

The Draft EIR finds the increase to GHG emissions potentially significant and unavoidable, but concludes that the cause will result from market-based demand and related aircraft operations, which the Port does not regulate. Climate change contributes to a range of health impacts globally, including more illness and death from extreme heat, poor air quality, and vector-borne disease; more injury and illness arising from flooding of homes and businesses; impacts on mental health; and indirect impacts arising from weather-related loss of core services such as electricity, transportation, and communication. While market-based demand may drive airport expansion needs, it must be acknowledged that expansion will directly lead to increases in GHG emissions and that these are only unavoidable within the context of pursuing expansion.

4

In a warming climate, air pollutants are also expected to increase, including from the frequency of wildfires, according to the World Health Organization.^{vii} Heat stress can also increase sensitivity to air pollution. East Oakland, like Oakland overall, has older housing stock with over 35% of housing built in 1939 or earlier; 64% of East Oakland's housing stock was built before 1960, compared to 39% for the county as a whole.^{viii} A majority of East Oakland's residents are also renters (60%), further increasing the likelihood of barriers to accessing protective resources such as weatherization, air purification and cooling.

3.11 NOISE AND VIBRATION

The Draft EIR finds that a substantial increase in aircraft noise and exposure of people residing or working within an Airport Land Use Plan (ALUP) area to excessive noise levels would be less than significant during the Proposed Project operation. The FAA currently adopts a noise threshold of 65 dB DNL (day-night average sound level) as compatible with residential areas. However, problems with this threshold have been identified since 1995, when the National Resources Defense Council found that the 65 dB DNL is based on an averaging of noise that does not account for the loud “single event” noise of aircraft takeoff.

5

Aviation noise can cause community annoyance, disrupt sleep, adversely affect academic performance of children, and could increase the risk for cardiovascular disease of people living in the vicinity of airports. Aircraft noise exposure at school or at home is associated with children having poorer reading and memory skills, along with increasing evidence suggesting that children exposed to chronic aircraft noise at school have poorer performance on standardized achievement tests.^{ix}

RECOMMENDATIONS

Environmental Justice principles hold that: “No group of people, including ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.”^x A long history of environmental racism has led to intentional overburdening of pollution in communities of African Americans, Latinx, Indigenous People, Asian Americans and Pacific Islanders, migrant farmworkers, and low-income workers. As a result, they face increased risks of health problems like cancer and respiratory issues.

To ensure that the EIR process addresses these critical health disparities, and is clear and meaningful to all stakeholders and communities, we recommend the following:

- Establishing a more comprehensive and detailed evaluation of specific health impacts to provide the public and decision makers’ an opportunity for meaningful consideration of the nature and magnitude of increasing airport emissions. This can be accomplished effectively through commissioning a Health Impact Assessment. While the Port does not regulate aviation, the Proposed Project facilitates increased aviation activity that has likely significant population level health consequences.

6

- Committing to a collaborative public process and consider setting aside funds for ongoing meaningful community engagement, particularly around the impacts of air quality.

7

- Developing a Community Benefits Agreement with key stakeholders such as community-based, faith-based, grassroots, and civic and labor organizations representing residents and workers most affected by the Proposed Project. Any CBA should be driven by the priorities identified by community stakeholders, along with best practices to protect worker health and safety, improve job quality, and provide mitigations such as funding for HEPA filters in surrounding schools and residential homes and noise abatement strategies such as soundproofing of schools and significantly affected homes.

8

- Aligning efforts in public engagement and planning for the Proposed Project wherever possible with the AB 617 East Oakland Steering Committee which is developing the East Oakland Community Emissions Reduction Plan, a process begun in 2022 as part of the Community Air Protection Program mandated by Assembly Bill 617.

9

A “business as usual” approach to this proposed development would lead to burdens on communities that have historically borne the brunt of health, environmental and economic inequity.

ACPHD is dedicated to improving the health of all Alameda County residents and to preventing avoidable health risks. We look forward to engaging further with the Port of Oakland to safeguard communities affected by major airport development. Please reach out to us with any questions or concerns about these comments.

Sincerely,



DocuSigned by:

D1ADFB08C08F47B...

Kimi Watkins-Tart
Public Health Department Director, Alameda County



DocuSigned by:

67B40753B340447

Nicholas Moss, MD
Health Officer, Alameda County

ⁱ Cal. Supreme Court *Sierra Club v. County of Fresno*, Case No. S219783 (Dec. 24, 2018).

ⁱⁱ Analysis by Alameda County Healthcare Services Agency, Community Assessment Planning and Evaluation unit of American Community Survey 2018-2020 data

ⁱⁱⁱ Ibid

^{iv} Hudda, N., Gould, T., Hartin, K., Larson, T., Fruin, S., (2014) Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind. *Environmental Science and Technology*. <https://pubs.acs.org/doi/pdf/10.1021/es5001566>

^v University of Washington Department of Environmental & Occupational Health Sciences. Mobile ObserVations of Ultrafine Particles: The MOV-UP study report. Seattle; 2019. <https://deohs.washington.edu/mov-up>

^{vi} UCLA CHAT PGY-2 Pediatric Residents, Santa Monica Airport Health Impact Assessment, 2010. <https://www.pewtrusts.org/-/media/assets/2010/02/santamonicaairportfinalhia.pdf>

^{vii} Stackpole, Dahl, M. (2021) Climate change makes new recommended air quality levels harder to reach. <https://www.exhaustion.eu/resources/climate-change-makes-new-recommended-air-quality-levels-harder-to-reach>

^{viii} Analysis by Alameda County Healthcare Services Agency, Community Assessment Planning and Evaluation unit of American Community Survey 2018-2020 data

^{ix} Basner, M., Clark, C., Hansell, A., Hileman, J., Janssen, S., Shepherd, K., Sparrow, V. (2017) Aviation Noise Impacts: State of the Science. *Noise & Health*. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

^x U.S. Environmental Protection Agency. EJ 2020 Glossary. <https://www.epa.gov/environmentaljustice/ej-2020-glossary>

Response to Commenter A-2

1. The Port conducted a robust HHRA (see **Appendix E**) and reviewed the request for an HIA. The Port has decided that an HIA is not necessary because it is likely to provide either inconclusive results or similar conclusions to those presented in the HHRA. See also Global Response F: Human Health Risk Assessment for additional descriptions of the methodology and protocol for the HHRA.
2. As presented in **Section 3.3** and **Appendix E** of the EIR and discussed further in Global Response F: Human Health Risk Assessment, TAC emissions, particularly those of diesel PM - the primary mobile source carcinogen associated with Airport activity - would decrease under the future Proposed Project conditions relative to the environmental baseline (2019). Accordingly long-term operational carcinogenic health risk and non-cancer health hazards would be lower under the future conditions than the baseline for all off-Airport receptors. As shown in **Section 3.3** and **Appendix E**, short-term construction carcinogenic health risks and non-cancer

health hazards would be below significance criteria for all off-Airport receptors. These results clearly provide decision-makers with information enabling them to draw intelligent conclusions which take into account the human health risk consequences of the Proposed Project.

3. The 8-hour non-cancer health hazard to on-Airport workers is dominated by formaldehyde and acrolein, both pollutants are associated with commercial aircraft operations. The peak location of the impact is shown in the EIR, **Section 3.3, Figure 3.3-3**. This location implies that the concentrations in the aircraft ramp area around the passenger terminals could be at or above the significance threshold.

According to National Institute of Occupational Safety and Health (NIOSH), symptoms of exposure to formaldehyde include irritation to the eyes, nose, throat, and respiratory system causing tearing, coughing, and wheezing. The reference exposure level (REL), used as the significance threshold for 8-hour exposure to formaldehyde is set by OEHHA to 9 ug/m³. Exposure to acrolein may lead to irritation to the eyes, skin, and mucous membrane; decreased pulmonary function, delayed pulmonary edema, and chronic respiratory disease. The REL, used as the significance threshold for 8-hour exposure to acrolein is set by OEHHA to 0.7 ug/m³.

Additionally, a health risk assessment cannot be used to definitively show causation between exposure to a specific toxic substance and an individual's illness.¹³ While the potentially significant impact to on-Airport workers disclosed in the EIR shows exceedance of the OEHHA health risk criteria, this shows that there is potential for non-cancer health effects to occur but cannot be used to determine the number of workers who would experience health effect, or the severity of extent of symptoms.

See also Global Response F: Human Health Risk Assessment.

4. The commenter's statements that future increases in GHG emissions associated with OAK would be significant and that climate change has the effects listed in the comment are acknowledged. **Section 3.7** also describes the measures the Port is taking to reduce GHG emissions from sources it can influence.
5. The commenter's statements regarding the effects of aircraft noise are acknowledged. The sleep disturbance analysis detailed in **Appendix M** used the single-event noise metric of A-weighted Maximum Sound Level (L_{max} or L_{Amax}) from all modeled aircraft types to evaluate the potential for awakening. In addition, a traditional Single Event Noise Level (SEL) analysis was prepared because that methodology is more commonly used and was used for the Port's last OAK EIR, the 2003 Airport Development Program Supplemental Environmental Impact Report.

¹³ California Environmental Protection Agency (CalEPA), Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, February 2015.

This analysis is included in the EIR as **Appendix Q**. See also Global Response D: Noise.

6. See response to Comment #2 of this letter.
7. **Chapter 6** of the EIR details the public outreach efforts that occurred up to publication of the Draft EIR. Global Response E: Environmental Justice and Community Engagement, describes additional public outreach after Draft EIR publication, including four scoping meetings and four public meetings during the comment period on the Draft EIR. For a discussion on the Port's public engagement and planning efforts related to AB 617, also see Global Response E: Environmental Justice and Community Engagement.
8. As a demonstration of the Port's commitment to engaging with the community, the Port will include the development of a Community Benefits Agreement (CBA) as part of the Proposed Project. However, because the CBA is not a measure to mitigate a significant impact of the Proposed Project, the CBA will not be included as part of the mitigation monitoring and reporting program (**Appendix R** of this EIR).
9. For a discussion on the Port's involvement with the East Oakland chapter of the AB 617 Community Air Protection Program, see Global Response E: Environmental Justice and Community Engagement.

Commenter A-3

Diana Perez-Domencich

Bay Area Air Quality Management District

I hope this email finds you well. It was a pleasure to meet you both last month. I am writing to follow up on the Air District's comment letter, which is currently undergoing our internal review process.

I wanted to confirm that the deadline for submission is 5:00 PM on Monday, 10/16. Could you please let me know if this is accurate?

Thank you again for your time, and I look forward to continuing our work together.

Response to Commenter A-3

1. Yes, the comment period ended at 5:00 pm PDT on Monday October 16, 2023.

Commenter A-4**Mark Tang****Bay Area Air Quality Management District**

October 16, 2023

Colleen Liang
 Acting Director of Environmental Programs and Planning
 Port of Oakland
 530 Water Street
 Oakland, CA 94607

RE: Oakland International Airport Terminal Modernization and Development
 Project Draft Environmental Impact Report (DEIR)

Dear Colleen Liang,

Bay Area Air Quality Management District (Air District) staff have reviewed the Draft Environmental Impact Report (DEIR) for the Oakland International Airport Terminal Modernization and Development Project (Project). The proposed Project would modernize existing Terminals 1 and 2, construct an expanded Customs and Border Protection (CBP) facility for international arrivals, reconfigure and relocate existing cargo and support facilities, improve the terminal area roadway, parking areas and support facilities, and construct a new terminal at the Oakland International Airport (Airport). To accommodate the construction of new facilities, some existing facilities would be demolished.

The Airport is a primary commercial service airport owned and operated by the Port of Oakland (Port). The Airport is located in the City of Oakland, about 6.5 miles southeast of downtown Oakland in Alameda County along San Francisco Bay.

The Air District raises concerns as the DEIR identifies significant impacts that would occur to air quality and the climate as a result of the Project's operational emissions. The Project is located in an Air District Overburdened Community¹ and a census tract the State of California has identified as disproportionately impacted, disadvantaged and low-income under Senate Bill (SB) 1000 (Leyva).

As described on page 3.3-3 of the DEIR, East Oakland was selected by the California Air Resources Board as a high priority community to develop and implement a Community Emissions Reductions Plan, or CERP, under Assembly Bill (AB) 617 (C. Garcia). In partnership with the Air District, the community-based steering committee is responsible for developing the CERP, which will serve as a blueprint for improving air quality in East Oakland. The CERP will include strategies and set

¹ Bay Area Air Quality Management District, Regulation 2: Permits, Rule 1: General Requirements, section 2-1-243 Overburdened Community: "An area located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0, as having an overall CalEnviroScreen score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract."

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goals for reducing exposure to air pollution in the community. Increases in community exposure to air pollution would be inconsistent with the objectives of AB 617.

Community Engagement

The significant air quality and climate impacts identified by the DEIR present considerable concern. As referenced previously, the Project is located in an Air District-identified Overburdened Community, Disadvantaged Community as per SB 1000, and impacts the East Oakland community as identified by AB 617. Therefore, it is important to inform, consult with, or otherwise engage these communities in the environmental analysis and decision making.

1

The Air District commends the Port of Oakland for its participation as a member of the East Oakland AB 617 Community Steering Committee. To build upon this effort, the Air District recommends the following:

- Engage the East Oakland AB 617 Community Steering Committee to identify opportunities to mitigate impacts to reduce local risks and hazards below recommended thresholds. Further robust engagement would ensure alignment with the to-be-developed CERP, and may include integrating the development and design of the Project into the ongoing CERP process.
- Create a Community Benefits Agreement (CBA) in consultation with the East Oakland AB 617 Community Steering Committee, to develop an enforceable mitigation plan that includes benefits most important to community members. The goal is to ensure measurable and trackable improvements to local air quality and generate transformative benefits to impacted communities.
- Engage local Community Based Organizations (CBOs) to review public engagement for this CEQA process to ensure that meaningful opportunities for participation are provided to a wide and diverse range of residents, youth, seniors, tribal government representatives, persons with disabilities, linguistically isolated persons, and others. Overburdened communities are diverse, with varying issues and needs, which requires engaging local partners familiar with and trusted by the local community.

Environmental Justice

Given the significant air quality and climate impacts identified in the DEIR to surrounding communities the Air District strongly urges the Port review and implement best practices on centering environmental justice (EJ), health, and equity in the siting, design, and development of this Project as illustrated in chapter two (2) of the Air District's 2022 California Environmental Quality Act (CEQA) Guidelines.²

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² Bay Area Air Quality Management District, 2022 California Environmental Quality Act (CEQA) Guidelines, Chapter 2, Best Practices for Centering Environmental Justice, Health, and Equity.

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EJ relates to the relationship between social and economic factors and environmental impacts on people and their communities. Thus, consideration of race, demographics, social determinants of health, and land use history of a potentially impacted community is crucial to a proper, thorough, and sensitive environmental review.

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The Air District recommends the following:

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- Prepare a racial impact statement – an analysis of how a proposed action affects racial, ethnic, or national origin groups, also known as a *disparate impact analysis* – to ensure and demonstrate nondiscrimination under Title VI of the 1964 Civil Rights Act.
- Identify each census tract designated as a disadvantaged and low-income area under SB 1000, an AB 617 Community, or an Air District Overburdened Community within the General Study Area. For each identified census tract please show its location on a map. Further, specific information on each of these communities should be included in the Environmental Setting of the Air Quality section. This may include information on the community's racial and ethnic composition, as well as sensitive population indicators (e.g., asthma, cardiovascular disease, infants with low birth weight) and socioeconomic factor indicators (e.g., educational attainment, housing-burdened low-income households, linguistic isolation, poverty, unemployment) included in CalEnviroScreen 4.0.
- On page 5 of the DEIR, it is stated that a separate environmental review document will be prepared to comply with the National Environmental Policy Act of 1969 (NEPA). When both NEPA and California Environmental Quality Act (CEQA) review is required for a project, it is typically considered best practice to prepare a joint document designed to meet the requirements of both federal and state law. Please clarify why this was not feasible for the Project.

4

Air Quality

The Air District is concerned with the Project's air quality impacts, especially for:

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Threshold and Emissions	Air Quality Impact	Cumulatively Considerable
Operational emissions of nitrogen oxides (NOx)	Significant and unavoidable	Yes
Operational emissions of reactive organic gases (ROG)	Significant and unavoidable	Yes
Chronic non-cancer human health hazards for on-Airport worker	Significant and unavoidable	Yes
Acute non-cancer human health hazards for on-Airport worker	Significant and unavoidable	Yes

As the DEIR notes, the majority of emissions are the result of aircraft operations, which the Port does not have the authority to regulate. Further, the DEIR evaluates Project alternatives, and in each alternative, including a 'No Project Alternative', air quality impacts remain as these emissions

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(from aircraft operations) would occur with or without implementation of the Project due to market demand and growth. However, the Port should implement additional measures to reduce air quality impacts for the sources they control, including auxiliary power units (APU), ground support equipment (GSE) and ground access vehicles (GAV). The DEIR also indicates the Port would install electrical infrastructure in the new terminal and relocated cargo area to mitigate air quality impacts. The Port should require additional controls to mitigate air quality emissions as follows:

- Specify the locations of the Project's proposed electric infrastructure, and require zero-emission off-road equipment, where available; the Port should require commitments to zero-emission equipment in applicable bid documents, purchase orders, and contracts; successful contractors should demonstrate the ability to supply the compliant equipment.
- Provide electrical hook ups to the power grid for GSE's and GAV's. All new gates should be equipped with electrical hook ups to minimize the use of APU's.
- Install surplus electric vehicle (EV) supply equipment and/or 'EV Ready Spaces' to service light, medium and heavy-duty vehicles and on-site solar power systems or other zero-emission electric generating systems that provide electricity to power on-site equipment beyond the existing requirements.
- Commit to use carbon-free electricity provided by East Bay Community Energy.
- The Air District is also concerned with the increased consumption of leaded aviation fuel as a result of the proposed Project. The DEIR should include a discussion and analysis of impacts for lead emissions and exposure.

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Accountability and Transparency

To promote accountability and transparency, please provide the data and inputs used in the environmental analysis for the Air Quality and Greenhouse Gases sections. Additional information is needed to help the Air District and the public determine if the environmental impacts have been adequately measured, and whether all possible mitigation measures have been included to reduce or eliminate adverse impacts on air quality, the climate, and community health.

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Greenhouse Gases

The Air District is concerned with the Project's significant operational greenhouse gas (GHG) emissions and proposed mitigation measures to reduce the GHG impact. The Air District recommends that the Port implement additional onsite GHG reductions in the Project design to further mitigate climate impacts, including opportunities to electrify equipment (see "Air Quality" section). Should the Port explore carbon offsets, priority should be given to projects occurring in Alameda County followed by the Bay Area, California, and the U.S. The DEIR should specify that only projects from California Air Resources Board (CARB)-approved registries may be selected. Currently only six CARB-approved projects are available in the Bay Area – four in Sonoma County and one each in Napa and Solano counties. The lack of available offset projects in or near Alameda County increases the importance of maximizing on-site mitigations.

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Permitted Equipment & Demolition Activities

Central Utility Plant

The Project includes expansion and upgrades to the existing central utility plant, which houses boilers, chillers, and supporting equipment. It is unclear from the description on page 2-24 of the DEIR if the expansion will include permitted equipment. Please clarify, in detail, whether the permitted equipment will be expanded. If so, please specify the type, quantity, and size in the DEIR.

9

Emergency Backup Generators

The Air District recommends evaluating 100 hours (non-testing and non-maintenance) per year for each generator when screening and modeling these sources, in addition to 50 hours of testing and maintenance hours per year. The DEIR does not specify whether these inputs were utilized. Please clarify if the non-testing and non-maintenance hours were included in the emission estimates and where these generators will be located.

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Permits and Registrations

Certain boilers, steam generators and process heaters must be registered with the Air District and meet the emission limits outlined in Regulation 9, Rule 7.³ Please visit the Air District's website for instructions on how to apply for Air District Registration.⁴ In addition, any proposed storage tanks may need an Authority to Construct/Permit to Operate from the Air District. Instructions on applying for this permit may be found on the Air District's website.⁵ Questions on the registration or permit application process can be directed to the General Engineering Line at (415) 749-4990 or at permits@baaqmd.gov.

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The Project also includes several demolition activities, and the Port should notify the Air District as per the Asbestos Demolition and Renovation Program.⁶

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³ Bay Area Air Quality Management District, Regulation 9, Inorganic Gaseous Pollutants, Rule 7, Nitrogen Oxides And Carbon Monoxide from Industrial, Institutional, and Commercial Boilers, Steam Generators, And Process Heaters.

⁴ Bay Area Air Quality Management District. "Register Equipment: Boiler, Steam Generator, Process Heater."

<https://www.baaqmd.gov/permits/register-equipment/boiler-steam-generator-process-heater>

⁵ Bay Area Air Quality Management District. "Apply for a Permit." <https://www.baaqmd.gov/permits/apply-for-a-permit>.

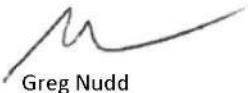
⁶ Bay Area Air Quality Management District, Regulation 11, Hazardous Pollutants, Rule 2, Asbestos Demolition, Renovation and Manufacturing.

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Additionally, Air District Planning staff are available to assist the Port in addressing these comments. If you have any questions or would like to discuss Air District recommendations further, please contact Diana Perez-Domencich, Environmental Planner, dperez-domencich@baaqmd.gov and Mark Tang, Acting Assistant Manager, at mtang@baaqmd.gov.

Sincerely,



Greg Nudd
Deputy Executive Officer of Policy and Science

Cc: BAAQMD Board Chair John J. Bauters
BAAQMD Director Juan Gonzalez
BAAQMD Director David Haubert
BAAQMD Director Nate Miley

Response to Commenter A-4

1. **Chapter 6** of the EIR details the public outreach efforts that occurred up to publication of the Draft EIR. Global Response E: Environmental Justice and Community Engagement, describes additional public outreach after Draft EIR publication, including four scoping meetings and four public meetings during the comment period on the Draft EIR. For a discussion on the Port's involvement with the East Oakland chapter of the AB 617 Community Air Protection Program, see Global Response E: Environmental Justice and Community Engagement.

In addition, as a demonstration of the Port's commitment to engaging with the community, the Port will include the development of a CBA as part of the Proposed Project. However, because the CBA is not a measure to mitigate a significant impact of the Proposed Project, the CBA will not be included as part of the mitigation monitoring and reporting program (**Appendix R** of this EIR).

2. While CEQA does call for Environmental Justice analysis, the EIR recognizes that East Oakland is a priority community under AB 617. East Oakland is home to areas that are classified as disproportionately impacted and disadvantaged using several national, state, regional, and local tools to identify EJ populations and areas of concern with respect to equity. According to the CalEnviroScreen tool, East Oakland is disproportionately impacted by poorer air quality, lead exposure, and groundwater contaminants. Similarly, the USEPA's EJSscreen tool identifies the general study area as being among the highest impacted parts of the country for environmental burdens that include lead paint, proximity to hazardous waste, and exposure to diesel particulate matter emissions.

The Port has a long history of meaningful engagement with the local community in a number of related projects. The Port is committed to engaging the community throughout the Proposed Project. The Port and the City of Oakland have collaborated with CBOs such as the East Oakland Collective (EOC), Black Cultural Zone, HOPE Collaborative (HOPE), Oakland Climate Action Coalition (OCAC), and Greenlining Institute, as well as the Association for Energy Affordability, East Bay Asian Local Development Center, East Bay Community Energy, Oakland Mayor's Commission on Persons with Disabilities, Sogorea Te' Land Trust, Spanish Speaking Citizens Foundation, Urban Sustainability Directors Network, Y-Plan, and more. The community engagement framework developed over the course of similar recent projects, including the Oakland 2030 Equitable Climate Action Plan (ECAP), Sea Level Rise Roadmap, Resilient Oakland Playbook, and the East Oakland Neighborhood Initiative Community Plan, is an established method for ensuring that the Proposed Project would provide benefits to the East Oakland community through active stakeholder participation. Also see Global Response E: Environmental Justice and Community Engagement.

3. See response to Comment #2 of this letter and Global Response E: Environmental Justice and Community Engagement. The EIR does not include a separate racial impact statement.
4. The FAA indicated to the Port that NEPA documentation will be completed after the completion of the CEQA process. This decision was made by the FAA as the federal lead agency.
5. As part of the Port's overall sustainability goals, the Port is revising its procurement policies to incentivize zero emission implementation such as use of zero-emission construction equipment where feasible.

Currently at OAK Terminals 1 and 2, the Port provides infrastructure to allow tenants and airlines to plug into the electrical grid system. Specifically, while at the gate, the aircraft turns off its engines and plugs into 400-Hz ground power as well as connects to pre-conditioned air to allow the aircraft to be serviced and passengers to deboard/board with zero emissions equipment that would have otherwise been reliant on jet fuel. The Port has also provided ground support equipment (GSE) charging infrastructure to allow its tenants to charge electric-powered GSE. For the Proposed Project, the Port is committed to installing similar gate electrification systems for tenants and airlines to use at the gate.

As part of the ACA Level 2 criteria, the Port prepared a Carbon Management Plan which includes initiatives to further reduce its carbon footprint. Initiatives include that the Port: evaluate and provide, as feasible, electric vehicle charging infrastructure for passengers, airport employees, tenants, and ground transportation providers; develop a transition plan to convert natural gas consumption to all-electric building systems; and use LEED, Envision, or other third-party rating systems to guide the development of OAK-specific toolkits that would help integrate operational carbon reduction measures into airport planning, design, and

construction practices.

Also see Global Response G: Greenhouse Gas and Climate Change for a list of initiatives that the Port includes in its Airport Carbon Accreditation Program to further reduce its carbon footprint.

6. The HHRA included emissions from AvGas-fueled aircraft in the analysis. **Appendix C** of the EIR provided an evaluation of aircraft operations for baseline conditions and projections for future forecasted operations. Section 8.3 of **Appendix C** (Oakland International Airport Comprehensive Aviation Activity Forecast Report, Updated July 2022) provides an evaluation of general aviation (GA) aircraft operations. These operations are addressed in three types of operations: (i) large business aircraft (business jets), small business aircraft (turboprops fueled with Jet A), and small GA aircraft (piston aircraft fueled with AvGas). The forecast report indicates that small GA operations, which represent the bulk of AvGas-fueled aircraft at OAK, are declining relative to the baseline condition. See **Appendix C**, Section 8.3 – General Aviation Fleet Mix, including Table 8-3, on pages 81 and 82 of the Updated 2022 Forecast Report. This reduction in the piston aircraft operations results in a decrease in lead emissions in the future relative to baseline conditions. In addition, the FAA has set a goal of removing lead from AvGas by 2030 through its Eliminate Aviation Gasoline Lead Emissions (EAGLE) program. The effect of this program has not been considered in the health risk assessment but would likely reduce lead emissions from GA aircraft substantially by 2038 compared to the lead emission analyzed in this HHRA. See also Global Response F: Human Health Risk Assessment.
7. The data and inputs used in the Air Quality and Human Health Risk Assessment are presented in **Appendix F** and **Appendix E** of the EIR, respectively.
8. See Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts to reduce GHG emissions at OAK. The benefits of these efforts are not quantified (see **Section 3.7.3.1**), which means the EIR overstates the GHG impacts of the operations that are improved via these measures. The Port does not plan to purchase carbon offsets.
9. The Proposed Project is in the environmental planning process and therefore the design of the Proposed Project has not been completed. Once designed, the Port would comply with all permitting laws to operate the renovated central utility plant. As stated in **Section 3.3.3.2**, Operational Emissions, Stationary Sources, it was assumed that five new natural gas fired boilers would be included in the Proposed Project. The five new boilers are included in the 2028 and 2038 operations inventories along with the existing boilers and emergency generators from Terminal 1 and Terminal 2. The emissions from the new boilers and emergency generators were based on current BAAQMD permitted emission factors and methodology discussed in **Section 3.3.1.3** in lieu of specific emission factors and fuel usage.
10. The EIR conservatively assumed 365 days of operation for the existing and new emergency generators based on the current BAAQMD emission report data for

boilers and emergency generators in pounds per day. The exact location and final specifications of the new emergency generators are unknown at this time; however, the Port will comply with BAAQMD permitting requirements for the new emergency generators once finalized.

11. Any new boilers, generators, or other stationary sources would comply with BAAQMD permitting requirements to operate the equipment.
12. The Port would comply with applicable local, state, and federal regulations for all demolition work.

Commenter A-5

Jennifer Ott
City of Alameda



October 16, 2023

Via Electronic & Regular Mail
cliang@portoakland.com
termdev@portoakland.com

Ms. Colleen Liang, Acting Director
Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, CA 94607

SUBJECT: OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT DRAFT EIR (SCH#: 2021050164)

Dear Colleen Liang,

The City of Alameda staff and City Council (City) have reviewed the Draft Environmental Impact Report (DEIR) for the proposed Terminal Modernization and Development Project (Project) and are deeply concerned with the document's failure to identify and mitigate, to the extent feasible, all of the potentially significant adverse impacts of the Project as required by the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). Of particular concern is the DEIR's vague and misleading project description as well as the inadequate analysis of the Project's potential to induce increases in the number, type and intensity of future aircraft operations, as well as the DEIR's analysis of air quality, greenhouse gas (GHG) emissions, human health risks, noise (including construction noise), and traffic/parking impacts, among others.¹

The DEIR's failure to meaningfully consider a reasonable range of alternatives, including an environmentally superior and/or reduced size alternative, is also troublesome. Without proper

¹ This letter, including the attached technical expert comment letters, constitutes the City's initial comments on the DEIR. Attachments A-C include technical comments and analysis from: (i) Erin Sheehy, Environmental Compliance Solutions, regarding air quality and GHG (Attachment A); (ii) Jack Freytag, Freytag & Associates, regarding noise (Attachment B); and (iii) City of Alameda Transportation Planning Unit, regarding transportation/VMT and transportation demands, among other issues (Attachment C). Please include specific responses to the attached expert comment letters in addition to responses to comments in this letter as part of the Final EIR.

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mitigation, including best practices being implemented at other airports in California, the Project will directly and unacceptably affect the well-being of the Alameda community, which is not an acceptable outcome to the City.

Given the severity of the airport's existing and potential future impacts on its residents, the City engaged technical specialists at public expense to provide expert advice in preparing these comments. Due to the lack of a clear and finite project description, baseline information and the omission of key technical studies from the DEIR, the City requests that the Port of Oakland (Port) revise and recirculate the DEIR for additional public review and comment.²

The City recognizes the important role of Oakland International Airport (OAK) in connecting our region to other parts of the state and the nation and in supporting the regional economy. Modernization, safety and comfort, and related improvements should be made. However, the City strongly opposes any expansion of airport gates or improvements that allow increases in the number of flights at OAK until the DEIR adequately studies all reasonably foreseeable significant adverse environmental impacts to the surrounding community, and identifies all feasible mitigation measures and project alternatives.

In particular, the City urges the Port to "lift the veil," so to speak, by candidly identifying the future growth inducing impacts of the Project from, for example, increasing the total number of gates to 45 and thereby facilitating increases in flights and Million Annual Passengers (MAP) in the future (2028 and 2038) scenarios.³ Disappointingly, instead of identifying the actual existing physical airport constraints on future (2028 and 2038) MAP, the DEIR assumes that OAK will grow to 17.6 MAP (2028) and 24.7 MAP (2038) with or without the Project. The DEIR lacks substantial evidence substantiating its assumptions, including how and why, exactly, OAK expects to go from 8.1 MAP (2021) to 17.6 MAP (2028) without increasing the number, type and frequency of flights. (See DEIR Appendix C, Table 1-1.)

Appendix C to the DEIR, moreover, admits that OAK's forecasts are "unconstrained" and, as such, do not take facility constraints or other outside limiting factors into consideration. "In other words, for the purposes of estimating future demand, ***the forecast assumes facilities can***

² An adequate EIR must be "prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." (*Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26.) See CEQA Guidelines, § 15088.5, subd. (a)(4); *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043 [holding that where, as here, a DEIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comments is all but precluded, recirculation is required].)

³ The DEIR admits that OAK's passenger forecasts are inflated over those identified by the FAA's 2021 Terminal Area Forecast (TAF). (DEIR, Appendix C, p. 7.) Please explain how future TAF assumptions impact potential funding from FAA to OAK for the Project. Please also explain the increase(s) in revenue anticipated (from gate and landing fees) to OAK under the proposed Project as opposed to the future No Project scenario.

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accommodate the projected demand." (DEIR, Appendix C, p. 7 (emphasis added).) This assumption is key to the DEIR's future scenario impacts analysis for 2028 and 2038, yet lacks any meaningful detailed explanation.

There are only so many planes that can be accommodated within the confines of the existing number of OAK gates based on current FAA safety standards and passenger processing abilities. The DEIR lacks substantial evidence comparing the actual (as opposed to an averaged) MAP under the No Project future scenarios. (Cf. DEIR, Appendix D.)

In fact, the DEIR admits that "some additional passenger and operations growth is expected in the morning departure peak . . ." which makes sense since "[p]assenger growth is derived from one of two sources: (1) adding new flights (operations), and (2) up-gauging existing flights to larger aircraft (See DEIR, Appendix C, p. 87.) Not all of the forecasted 17.6 MAP (2028) or 24.7 MAP (2038) can be accommodated through larger aircraft from the existing 8.1 MAP (2021) identified. There will, therefore, undoubtedly be an increase in flights and MAP under the Project which will result in additional noise and air quality/GHG emissions that must be identified.

The DEIR must therefore be revised to identify, analyze and mitigate the delta of significant impacts (under a realistic and quantified No Project future scenario to the proposed project future operations). By not undertaking this quantified analysis, the DEIR understates the potentially significant and adverse environmental impacts of the Project in the future (2028 and 2038) years, as compared to the intensity of OAK operations that would otherwise be reasonably expected to occur.

I. The DEIR's Project description is legally inadequate.

The EIR is "the heart of CEQA" and "the integrity of the process is dependent on the adequacy of the EIR." (CEQA Guidelines⁴, § 15003, subd. (a); *Laurel Heights Improvement Assn. v. Regents of University of Cal.* (1988) 47 Cal.3d 376, 392 (*Laurel Heights I*); *Berkeley Keep Jets Over the Bay Committee v. Bd. of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1355 (*Berkeley Keep Jets*).)

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"An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) An accurate description of the project serves as the foundation for a complete and instructive EIR. (*ibid.*) If the description does not clearly and accurately characterize the project, the environmental analysis will likely reflect the same mistake. (*Laurel Heights I, supra*, 47 Cal.3d 376.)

The DEIR characterizes the Project merely as a "modernization" of OAK "to accommodate the market-based passenger demand at industry standard levels." (DEIR, pp. 2-9.) As noted above,

⁴ Cal. Code Regs., tit. 14, § 15000 et seq. (CEQA Guidelines).

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fundamental to the DEIR's analysis of Project impacts is the stated assumption that the forecasted passenger and freight activity will occur with or without the Project. (See, e.g., DEIR, pp. 2-6, 3.1-1, and 4-11.) This approach to the analysis is unsupported by substantial evidence, leads to inappropriate conclusions regarding impacts, mitigation measures and alternatives throughout the document, and ignores the growth inducing impacts associated with the Project. Specifically, the Project proposes to add an entirely new terminal with up to 25 new aircraft gates. (DEIR, p. 2-17.) Increasing the number of gates and reconstructing and modernizing major portions of the airport will undoubtedly result in increased capacity, which will in turn induce growth in air travel, including increases in the number of flights that otherwise is infeasible given existing airport constraints. (See *Save the Plastic Bag Coalition v. City of Manhattan Beach* (2011) 52 Cal.4th 155, 175 [common sense is an important consideration at all levels of CEQA].) This fact is further demonstrated by one of the Project objectives to accommodate "larger aircraft" which, common sense dictates, includes the ability to accommodate more passengers.

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Other crucial components of the Project are also lacking in the DEIR's Project Description which is, we note, much less detailed than those prepared for similar airport modification and improvement projects in California.⁵ The Project Description here, for example, lacks specific information regarding the staging of various construction activities (or Project Components) for years 2025-2030 and how long each is expected to last. (See Table 2-5.)

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Rather than identify which construction and demolition activities (or Project Components) will overlap and for how long, the DEIR simply lists the type of activity and states that "[t]he stages are general in nature and could be modified once approval for the Proposed Project is provided and detailed design of project components occurs." (DEIR, p. 2-25.) The DEIR therefore fails to identify the construction related noise and air quality impacts which will foreseeably occur under the Project (both on and offsite), and instead impermissibly defers the analysis under CEQA. Final detailed design of the project components is not necessary to conduct the analysis.

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The project description should also be revised to identify the reasonably foreseeable impacts associated with remediating the existing onsite contamination and how many additional truck trips are expected to result, along with their related noise and air quality emissions. (See Attachment A.)

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The DEIR must be revised and recirculated to fully analyze the Project's facilitation of future operational growth (passenger [MAP] and cargo) at OAK and the corresponding significant direct and indirect impacts which must be mitigated to the maximum extent feasible as required by CEQA. (See also, *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 18-19 [invalidating EIR because the project description was inconsistent and

⁵ See Los Angeles World Airports (LAWA) Improvement Project DEIR at: <https://cloud1.lawa.app.box.com/s/ntnwn50ld6ma3qv4j00rmu7avtjco3h>; see also Burbank Replacement Terminal EIR at: <https://elevatebur.com/wp-content/uploads/2020/02/BUR-FEIR16-Volume1.pdf> incorporated herein by reference into the record of proceedings.

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[lacked site plans, cross-sections, building elevations, and illustrative massing]; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 84-85 (CBE) [project description that presented “such conflicting signals to decision makers and the public about the nature and scope of the activity being proposed...was fundamentally inadequate and misleading”].)

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II. The DEIR’s Baseline Assumptions Lack Substantial Evidence.

The DEIR’s inadequate project description is compounded by its failure to provide an adequate baseline against which the Project’s impacts can be analyzed. An accurate baseline is vital to an adequate EIR and must be established before a project’s impacts can be assessed and mitigation measures be considered. (*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952; *Communities for a Better Environment*, *supra*, 184 Cal.App.4th at pp. 88-89.)

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CEQA requires that an EIR describe the physical environmental conditions within the vicinity of a project as they exist at the time the notice of preparation (NOP) is published. (CEQA Guidelines, § 15125, subd. (a).) Alternatively, if existing conditions change or fluctuate over time, the EIR may define existing conditions by referencing historic conditions or considering those conditions over a range of time periods. (*Ibid.*; *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 658 [environmental conditions “may vary from year to year”], citing *Fairview Neighbors v. County of Ventura* (1999) 70 Cal.App.4th 238, 242-243 [established usage of property could be considered as part of environmental setting].) The proper baseline for analyzing environmental impacts is thus premised on “what [is] actually happening” with “realized physical conditions on the ground.” (*Citizens for East Shore Parks v. California State Lands Commission* (2011) 202 Cal.App.4th 549, 558; *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 321 (SCAQMD) [project impacts must be measured against “the existing physical conditions in the affected area, that is, the ‘real conditions on the ground’”].)

Here, the Port published the NOP for the DEIR on May 7, 2021, when OAK realized approximately 8.1 MAP. (DEIR Appendix C, Table 1-1.) The NOP did not mention the Project’s baseline or the environmental setting that would be considered.

The DEIR, however, defines the environmental setting based on airport operations that occurred in 2019. (See DEIR, p. 2-6 [section 2.3.4 “Airport Operations”].) In 2019, OAK realized 13.4 MAP. (DEIR, Appendix C, Table 1-1.) Because of COVID-19, OAK’s MAP in 2020 was 4.6, increasing to 8.1 in 2021 at the time of the NOP. (*Id.*)

The DEIR only briefly notes that the baseline “forecasts were adjusted by three years to account for the COVID-19 pandemic” (*id.* at p. 2-8), but fails to provide any substantial evidence that 2019 conditions are comparable to those occurring at the time the NOP was published (2021) or why, in the Port’s view, they more accurately reflect existing baseline conditions,

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including for noise and air quality emissions, at the time of the NOP. (CEQA Guidelines, § 15125, subd. (a) [reliance on historical conditions must be supported by substantial evidence].) In fact, the DEIR largely omits evidence of airport operations from years 2020 and 2021, burying this information in Appendix C or not including it at all. As a result, there is no way for readers to accurately compare historic and existing conditions against the significance of the Project's anticipated impacts. (*Save Our Peninsula Committee v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4th 99, 120-122 [methodology used for baseline other than existing conditions must be based on reasoned analysis and substantial evidence to allow for public comment and response]; *County of Amador*, *supra*, 76 Cal.App.4th at pp. 955-956 [a reader should not have to "cobbl[e] together information included in and appended to the EIR" to calculate historic conditions and how they would be affected in the future].)

4

The DEIR also notes that 2019 aviation activity levels provide a "conservative analysis" that "overstat[e] the Proposed Project's actual impacts" – rather, using 2019 pre-COVID conditions improperly inflates the baseline and therefore minimizes the impacts of the Project. (See DEIR, p. 3.1-1.) The EIR's baseline approach is similar to those rejected by the courts in other cases. (See SCAQMD, *supra*, 48 Cal.4th at p. 322 [invalidating SCAQMD's "maximum" permitted operational levels as the baseline because it was not a realistic description of existing conditions and skewed the analysis throughout the EIR].)

5

By relying on hypothetical allowable conditions that fail to accurately account for historic conditions—i.e., by averaging airport demands from 2019, 2020, and 2021—the DEIR misleads the public and agency decisionmakers as to the reality of the Project's impacts and subverts full consideration of actual impacts, "a result at direct odds with CEQA's intent." (*Ibid.*)

For these reasons, the EIR must be revised to reflect actual baseline conditions, including – most importantly – aircraft related noise conditions leading up to release of the NOP using noise levels from then existing noise monitoring equipment. Absent accurate, scientifically based and complete information about the Project's baseline setting, "it cannot be found that the EIR adequately investigated and discussed the environmental impacts of the development project." (*Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4th 74, 87; *CBE*, *supra*, 184 Cal.App.4th at p. 89 ["When an EIR omits relevant baseline environmental information, the agency cannot make an informed assessment of the project's impacts" and "the EIR [will fail] its informational purpose under CEQA"].) The baseline conditions must be clarified and the analysis of the DEIR revised accordingly.

6

III. The DEIR fails to adequately describe, analyze, and mitigate the Project's reasonably foreseeable and potentially significant adverse environmental effects.

The purpose of an EIR is to provide "detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197.) CEQA requires that an EIR be detailed, complete, and reflect a good faith effort at full disclosure regarding a project's significant environmental effects to inform the public and

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allow decisionmakers to make intelligent, informed decisions when considering whether to approve a proposed project. (CEQA Guidelines, § 15151.) Consistent with this requirement, the information regarding a project's impacts must be "painstakingly ferreted out." (*Environmental Planning and Info. Council of Western El Dorado County v. County of El Dorado* (1982) 131 Cal.App.3d 350, 357.)

7

The DEIR fails to substantiate many of the impact conclusions. (See Attachment A [Air Quality].) In other resource categories the document underestimates the Project's potential impacts. Mitigation is also either entirely lacking or inadequate and deferred. Throughout the DEIR, impacts are described as beyond the control of the Port because the market demand for air travel will occur regardless of the Project and because the use of the airport is under the control of the FAA. Both of these assertions lack substantial evidence.

A. The DEIR fails to adequately analyze Project noise impacts.

In addition to the comments herein, the City submits the report prepared by Mr. John Freytag, PE, INCE Bd. Certified, an airport noise expert, which is included as Attachment B hereto.

8

Regarding aircraft noise, although noise contour maps show that there would be no residences within the 65 CNEL contour under future project-based conditions, the methodology does not account for single event/night-time noise, which results in sleep disturbance and interferes in the regular enjoyment of indoor and outdoor environments, not just at residences but also at other sensitive receptors such as schools, churches, and hotels. (DEIR, pp. 3.11-14 to 3.11-16.) Incredibly, this is the same methodology rejected by the First Appellate District in the published decision *Berkeley Keep Jets, supra*, 91 Cal.App.4th at pp. 1377-1383. In that case, to determine whether a previous expansion of OAK would have significant noise impacts, the EIR relied exclusively on a fixed standard of 65 CNEL. (*Id.* at p. 1373.) The court explained that use of the CNEL standard precluded "any meaningful analysis of existing ambient noise levels, the number of additional nighttime flights that will occur under the [project], the frequency of those flights, to what degree single overflights will create noise levels over and above the existing ambient noise level at a given location, and the community reaction to aircraft noise, including sleep disturbance." (*Id.* at pp. 1381-1382.)

Using an average noise level calculated over the course of an average day from an average year inaccurately represents the true nature and extent of noise impacts of OAK. Aside from general annoyance, noise can cause sleep disturbance, interfere with conversation, and therefore cause impaired learning, cognitive function, social activity, and emotional distress. (See also Attachment B.) The DEIR notes these potential impacts in theory and fails to address them in any meaningful way by using average day noise.

9

The DEIR's "informational" evaluation of the Project's potential for sleep disturbance is buried in an appendix which is inadequate under CEQA. (DEIR, Appendix M; *Santa Clarita Organization for Planning the Environment v. County of Los Angeles* (2003) 106 Cal.App.4th 715, 722 [agency's analysis must be contained in the EIR, not "scattered here and there in EIR appendices"].) Decisionmakers and the public should not be forced to sift through appendices in

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order to ferret out relevant information and analyses. (*San Joaquin Raptor Rescue Center supra*, 149 Cal.App.4th at p. 659.)

9

Substantial evidence supports a conclusion that noise from overflights results in an adverse effect on residents of the surrounding communities. A number of residents expressed concerns about increased noise at the October 3, 2023, City Council meeting.⁶ (*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733 [personal observations of noise impacts qualify as substantial evidence]; *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872 [same].) The DEIR's operational noise analysis must fully discuss the impacts from the frequency of overflights, single-event noise levels, the altitude of aircraft, the hours of operation, and impacts from low frequency noise, all of which are documented environmental impacts from the airport on surrounding communities. Other airport projects in California have completed similar analysis and, therefore, information is readily available for use in the noise impact analysis on residences, schools, businesses, hotels, and places of worship affected by the Project.

10

The DEIR's analysis of construction noise analysis also suffers a panoply of defects.

11

- Environmental Setting. The DEIR discloses that there are six noise-sensitive land uses, including transient lodging/hotels, yet fails to describe where in relationship to the Project those sensitive receptors are located. (See DEIR, pp. 3.11-19 [Table 3.11-8], 3.11-18 [Figure 3.11-3 lacks the location of transient lodging/hotels]; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 729 ["[w]ithout accurate and complete information pertaining to the setting of the project and surrounding uses, it cannot be found that the [EIR] adequately investigated and discussed the environmental impacts of [a] development project"]; see *SCAQMD, supra*, 48 Cal.4th at p. 315 [the significance of a project's impacts can only be ascertained if the DEIR accurately describes the existing physical conditions from which those impacts are measured].)

12

- On-Site Construction. The DEIR concludes that noise from on-site construction will be less than significant with mitigation. (DEIR, p. 3.11-20.) Substantial evidence fails to support such a conclusion. The Project includes nearly 40 discrete components involving demolition of existing and construction of new structures across the 2,600-acre Project site. (DEIR, pp. 2-1, 2-25 to 2-26 [Table 2-5].) Yet, the DEIR's analysis lacks basic information about the types of construction equipment to be used, the common sound levels associated with the use of such equipment, the location on the Project site where the various equipment types would be used throughout the five-year construction period.

⁶ A video recording of the City Council hearing on October 3, 2023, is included for the record of proceedings of this Project at:

https://alameda.granicus.com/player/clip/3268?view_id=6&redirect=true&h=08793c1f5e04655ef58461b854c5aa9a

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and the location of construction activity in relationship to noise-sensitive receptors. (See DEIR, pp. 3.11-19 to 3.11-20.)

12

The DEIR also discloses that nighttime construction may be required in certain instances but fails to analyze those impacts. (See *Laurel Heights I, supra*, 47 Cal.3d at p. 399 [CEQA requires a good faith effort “to provide sufficient meaningful information regarding the types of activity and environmental effects that are reasonably foreseeable”].)

13

- Mitigation. The proposed mitigation which requires adjustment to construction sequencing and use of quiet-design equipment where feasible, is inadequate. (DEIR, p. 3.11-20; see *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 520-524 [mitigation inadequate for failure to include an objective standard of feasibility].) Such tepid language begs the question of whether the mitigation could be implemented or enforced at all—and does not support the conclusion that its implementation would “effectively reduce the effects of construction noise on sensitive receptors to less than a 5-dBA CNEL increase.” (*Ibid.*; CEQA Guidelines, § 15126.4, subd. (a)(2) [mitigation measures must be fully enforceable].) The inadequacy of the proposed mitigation is further underscored by the fact that a 5-dB A CNEL increase is not even the identified significance threshold for construction noise impacts. (DEIR, p. 3.11-12 [a significant impact occurs if noise from on-site construction exceeds the City of Oakland construction noise limits].) Adding insult to injury, the DEIR offers a vague statement that “[a]dditional or different measures are available and if necessary ... to ensure the threshold is not exceeded,” but leaves the public and decisionmakers in the dark about what those additional or different measures may be. (*King & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 869 [failure to disclose specific information about mitigation measures is a violation of CEQA].) Failure to identify specific mitigation measures also runs afoul of CEQA’s prohibition against deferral of mitigation. (CEQA Guidelines, § 15126.4, subd. (a)(1)(B) [“formulation of mitigation measures should not be deferred until some future time”].)

14

- Off-Site Construction. The DEIR offers nothing more than a conclusory statement that “[o]ff-site construction noise is not anticipated to result in an increase of 5 dB or greater since project construction traffic would not result in a significant increase on area roadways.” (DEIR, p. 3.11-20.) The Project involves demolition of nearly 450,000 square feet of existing structures over the course of five years (DEIR, pp. 2-10 to 2-16), and yet the DEIR remarkably neglects any discussion or analysis regarding the number of haul truck trips that would be needed to transport construction waste and debris. Instead, the DEIR makes the unsupported statement that off-site construction traffic would not double existing traffic. (See *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 569 [EIR must contain facts and analysis, not just an agency’s bare conclusion].)

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- **Cumulative Impacts.** The DEIR fails to evaluate the cumulative impacts of construction noise and aircraft operations. The DEIR provides no indication that OAK will cease operations during the five-year construction period. Accordingly, the cumulative impact of construction noise plus aircraft operations must be analyzed.

15

Finally, the DEIR lacks any information about the use of the North Field runway and the limitations on those uses pursuant to the past settlement agreements.⁷ As demonstrated during runway maintenance at the South Field between 9/22/2023 – 9/25/2023, North Field use often comes on short notice and for extended periods of time. During implementation of this Project, impacts would be extensive on surrounding communities. Noise contours from the South Field, when transposed onto the North Field, would extend well into residential neighborhoods. Furthermore, although the DEIR states that no changes are proposed to the South Field runways, terminal construction is likely to require or at least encourage diversions of passenger and freight air traffic to the North Field. Although it may be outside of the direct control of the Port, this activity is foreseeable and should be identified and analyzed in the DEIR as a potential impact, and feasible mitigation measures should be provided.

16

B. The DEIR fails to adequately analyze air quality and GHG impacts.

In the areas of operational air quality impacts, greenhouse gas (GHG) emissions, and human health risks, the DEIR omits critical information and presents confusing data. The City supplements the detailed expert comments in Attachment A, regarding the inadequacies of the DEIR's air quality, GHG and health risk impacts, with the following comments.

17

Most troubling, the DEIR includes only alleged "answers." Emission calculations are not included. There is no explanation (i.e., no math shown) as to how operational criteria pollutant, GHG and toxic air contaminant (TAC) emission calculations were derived. No backup documentation, equipment assumptions, aircraft exhaust information, emission factors or methodology is included, thereby rendering meaningful third-party review virtually impossible. As a result, the document fails to adequately disclose to the public and decision-makers potential impacts associated with air pollution exposure. (See *Laurel Heights I*, *supra*, 47 Cal.3d at pp. 404-405 ("Conclusory comments in support of environmental conclusions are generally inappropriate" . . . "there must be a disclosure of the analytic route the agency traveled from evidence to action" . . . "[t]o facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions".))

While the document indicates significant adverse impacts from operational volatile organic compounds (VOCs), oxides of nitrogen (NOx), GHGs, and chronic health effects, no air quality mitigation measures are proposed to avoid or reduce such impacts. CEQA requires more. (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 17 Cal.App.5th 413, 432-434 ("The core of an EIR is the mitigation" section; CEQA requires

⁷ The EIR should be revised to recognize the ongoing commitments of the Port pursuant to the Settlement Agreements. (See Section V below.)

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agencies "to adopt feasible mitigation measures to substantially lessen or avoid otherwise significant adverse environmental impacts."].)

17

The document also omits calculations of TAC emissions expected to result from the Project. Such emissions would form the basis of a human health risk assessment. As a result, it is unclear how the analysis presented in the DEIR could have been conducted. Risk results that are presented are based on unrealistic and unsubstantiated claims that despite significant increases in passenger, cargo, and aircraft operations, toxic emissions will decrease in the future to below current levels. The Port, therefore, contends that after significantly expanding OAK's operations, residences would experience a health "benefit" in the form of reduced calculated cancer cases.

The DEIR's failure to identify *any* significant construction related emissions is untenable given the magnitude of the Project, years of construction and the BAAQMD's thresholds. (See Attachment A.)

18

The City notes that the air quality measurement stations for existing conditions are located in Oakland, some distance from the airport and not reflective of the communities that are most directly affected. Impact assessment should be based on more precise and meaningful analysis. In particular, an assessment of the gross emissions is not the same as addressing the concentrations and dispersion of emissions into the community.

19

Instead of volunteering a suite of mitigation measures to reduce this impact, the DEIR identifies existing electrification programs as the only step to be taken at the new terminal. Nominally, the Port needs to be committed to a permanent shift to unleaded fuels, use of Tier 4 off-road construction equipment, TDM measures for employees and passengers, emissions free transportation to and from satellite parking, and other electrification or decarbonization commitments by the Port, which could potentially mitigate direct and indirect impacts of the Project. Emission calculations (and all associated inputs, assumptions, modeling, etc.) should be included in a revised DEIR and recirculated for public review and comment. Alameda's Climate Action and Resiliency Plan (CARP) offers a number of strategies and actions that should be explored as possible mitigation measures.

20

The City directs the Port to the following Mitigation Monitoring and Reporting Program (MMRP) for the LAX Airfield and Terminal Modernization Project for which detailed mitigation measures were included under CEQA, available at:

<https://cloud1lawa.app.box.com/s/7e0sjr5t6hd9abn2frxbr5gohdvs6r3n>

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The City also directs the Port to the Eagle Rock Aggregates Oakland Terminal Project 2021 for comprehensive mitigation measures adopted to address construction and air quality related impacts, available at:

https://www.portofoakland.com/files/PDF/PortOak_ERA_FSEIR_Vol.1_SEIR_Nov2021 ADA.pdf

20

The DEIR must be revised and recirculated to include detailed mitigation measures and how implementation of those measures may avoid or reduce significant impacts of the Project, quantified to the extent feasible.

21

C. The DEIR fails to adequately analyze transportation and parking impacts to the City, including from the proposed Maitland Parking Lot.

As detailed in Attachment C to this letter, the City of Alameda 2040 General Plan includes a Mobility Element with programs to reduce vehicular travel to improve the environmental impacts, safety and convenience of an equitable multimodal transportation system. The DEIR does not address the inconsistencies of the Project, if any, with the policies and actions contained within the City's General Plan. (See CEQA Guidelines Appendix G, § XVII; see also Attachment C, p. 1.)

22

OAK anticipates a doubling of passengers between 2019 and 2038. As detailed in Attachment C, the DEIR appears to underestimate the potential increase in vehicle miles travelled (VMT) from the Project by not identifying a threshold of significance and by simply comparing two derivatives (or ratios) based on enplanements and anticipated daily VMT (VMT per Enplanement). CEQA requires more.

Comparing the 2019 baseline and 2038 projections, the DEIR concludes that there will be a decrease in the ratio over time and therefore dismisses the need for further analysis. The City finds this methodology flawed because it ignores the baseline conditions identified elsewhere in the DEIR for 2021 (8.1 MAP), and because it relies on a comparison of the ratio between VMT and enplanements rather than identifying the actual increases in VMT associated with anticipated growth in passengers.

Specifically, while the ratio decreases from 46.4 VMT/Enplanement in 2019 to 42.5 in 2038 (Table 3.13-15), the actual corresponding increase in enplanements would increase by 83% from 16,516 enplanements in 2019 to 30,273 in 2038. This increase corresponds with an overall increase in 515,335 vehicle miles travelled, or a 69% increase in VMT from 2019 numbers. (Attachment C, pp. 1-2.) The DEIR's comparison approach masks the actual project related VMT increases that will occur, by the City's estimate of over half a million VMT.

Curiously, the DEIR disregards its own VMT methodology when analyzing the Project's cumulative transportation impacts, instead reverting back to using levels of service (LOS) when considering impacts to seven signalized intersections located closest to OAK. (DEIR, p. 5-20;

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Table 5-1.) LOS, however, is no longer the standard for assessing transportation impacts under CEQA, which the DEIR concedes. (DEIR, p. 3.13-1.) Consequently, the City cannot adequately ascertain the degree to which the Project will result in cumulative VMT impacts, or how the Project will impact the City's surrounding streets and thoroughfares (both during construction and operation of the Project).

22

Regarding Transportation Demand Management (TDM), the DEIR also fails to incorporate any discussion of the benefits of a TDM program on further reducing VMT. The lack of a comprehensive analysis or discussion regarding the benefits associated with a TDM program in terms of further reducing VMT is a major omission in the DEIR. It is imperative to address this omission and highlight the potential advantages that a TDM program could bring to the overall airport environment. (See Attachment C for additional comments).

Regarding the Maitland Parking Lot, the DEIR similarly fails to identify numerous potentially significant adverse impacts of the new parking lot, including to nearby residents from construction and operational noise, air quality emissions, light/glare etc., please see Attachment C for additional detailed comments from the City.

23

D. The DEIR fails to adequately analyze impacts to safety.

Safety of the community is addressed in passing on page 3.8-24 of the DEIR. The City has adopted the Health and Safety Element as part of the Alameda General Plan 2040 (https://irp.cdn-website.com/f1731050/files/uploaded/AGP_Book_June2022_Amend-1.pdf, p. 82.). The Health and Safety Element includes an overriding objective to “[p]rotect Alameda residents from the harmful effects of exposure to excessive noise from aircraft, buses, boats, trucks and automobiles, and adjacent land uses.” (Health and Safety Element, p. 136.) The objective is followed by numerous policies and actions, many of which address aircraft noise, as well as safety and air quality impacts. These should be noted in the DEIR and addressed as criteria in the Land Use and Planning chapter and other chapters that address impacts to the City in light of the designated Airport Area of Influence (see Figure 7.4 of the Element). The DEIR also fails to include any reference to the safety standards cited in the Alameda County's Airport Land Use Plan or Airport Land Use Commission's regulations.

23

IV. The DEIR's alternatives analysis is deficient.

24

CEQA requires an EIR to “describe a range of reasonable alternatives to the project ... which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects ... and evaluate the comparative merits of the alternatives.” (CEQA Guidelines, §§ 15126.6, subd. (a), 15002, subd. (a)(3).) The DEIR, however, fails to meet this fundamental requirement.

The DEIR analysis of alternatives is inadequate, as it is misguided and conclusory. The DEIR narrows the alternatives discussion to the No Project Alternative as the only feasible option, and then determines that this option, while environmentally superior, is unable to meet any of the project objectives and therefore should be rejected as well. In fact, there are several

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alternatives that could and should be considered as part of CEQA's requirement of EIR's to consider a "reasonable range." 24

The City believes many of the goals of the Project could be achieved without expansion and should be explored further in the Port's planning and environmental analysis. If there are financial or other reasons why such an alternative would be infeasible, this should be disclosed as part of the decision-making process, but it should not completely preclude discussion of the alternatives in the DEIR.

A. The DEIR fails to analyze an adequate range of Project alternatives.

The DEIR provides a "three-factor" framework for evaluating eight alternatives to the Project, including the No Project Alternative and the Project itself. (DEIR, pp. 4-1–4-4.) Based on these factors, the DEIR screens from further analysis six project alternatives and ultimately selects the "No Project Alternative" as the only feasible option, but then determines that, while environmentally superior, the option is unable to meet any of the Project's objectives. In turn, the DEIR does not consider or analyze *any other alternatives to the Project*. This violates CEQA.

The DEIR's "alternatives screening criteria," which incorporate the Project's objectives, are too narrowly defined to allow adequate and meaningful consideration of a reasonable range of alternatives. (See *North Coast Rivers Alliance v. Kawamura* (2015) 243 Cal.App.4th 647, 688 [project objectives cannot be artificially narrow or so restrictively construed that they preclude meaningful consideration of alternatives].) The DEIR finds that all proposed alternatives do not meet most of the Project objectives, and, in turn, fails to analyze *any* of those alternatives in meaningful detail. The specificity of each criterion, however, improperly renders any feasible alternative impossible. (*Watsonville Pilots Assn. v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1089 (Watsonville), original emphasis ["The purpose of an EIR is *not* to identify alleged alternatives that meet few if any of the project's objectives so that these alleged alternatives may be readily eliminated"].) Rather, "[m]eaningful analysis of alternatives in an EIR requires an analysis of meaningful alternatives." (*Save Our Capitol! v. Dept. of General Services* (2023) 87 Cal.App.5th 655, 704.)

For example, the DEIR rejects both "Environmental Avoidance Alternatives"—i.e., the "Retain Terminal 1 Ticketing and Baggage Claim Building (M101)" and the "Use of Hardstands with No New Terminal" alternatives—even though each alternative would avoid impacts to historic resources and have substantially similar or less significant impacts to air quality, GHG, special-status species, and wetland impacts. (DEIR, pp. 4-8–4-9.) The DEIR nevertheless screens them from further consideration by reasoning that neither alternative would meet the Project's objectives or would be reasonable in terms of constructability, cost, level of service, and operational functionality. (*Ibid.*) But constructability and cost, alone, are insufficient to completely forego thoughtful consideration of alternatives that would otherwise reduce or avoid significant *environmental impacts*. (See *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1354 ["A potential alternative should not be excluded from consideration merely because it 'would impede to some degree the attainment of the project objectives, or

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would be more costly"'); *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 598–603 [substantial evidence did not support town's conclusion that alternatives to demolishing historic residence were legally and economically infeasible].) Nor should increases in passenger travel times and terminal congestion outweigh consideration of alternatives that would otherwise avoid significant environmental impacts. (DEIR, p. 4-9; *ibid.*)

25

The DEIR's rationale for screening other alternatives from consideration is similarly thin. While an EIR need not analyze alternatives that are infeasible, "the actual infeasibility of a potential alternative does not preclude the inclusion of that alternative among the reasonable range of alternatives." (*Watsonville, supra*, 183 Cal.App.4th at p. 1087.) This is because "[i]t is virtually a given that the alternatives to a project will not attain *all* of the project's objectives." (*ibid.*) Nevertheless, the DEIR only provides half-page summaries to ultimately conclude that not a single one of the proffered alternatives could be further analyzed. (See DEIR, pp. 4-4–4-10.) These summaries, which "may be accurately described as 'cursory at best,'" fail to provide any substantial evidence as to why each alternative is inherently infeasible. (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus, supra*, 27 Cal.App.4th at p. 738.) For example, the summaries do not specify which Project Objectives will not be satisfied and make sweeping assumptions without any supportive evidence about potential impacts. (E.g., DEIR, p. 4-8 [explaining "high costs" or "unlikely" that agencies would authorize certain requisite permits].)

As a result, this discussion of an artificially narrow range of alternatives omits relevant and crucial information, thereby subverting the purposes of CEQA and rendering the DEIR legally inadequate. (*Id.* at pp. 738–739; *Laurel Heights I, supra*, 47 Cal.3d at pp. 404–405 ["Those alternatives and the reasons they were rejected...must be discussed in the EIR in sufficient detail to enable meaningful participation and criticism by the public"].)

B. The DEIR fails to analyze an environmentally superior alternative.

The DEIR also fails to analyze an "environmentally superior alternative." Though the DEIR concludes that "[t]he environmentally superior alternative is the No Project Alternative," it correctly recognizes that "the EIR *shall* also identify an environmentally superior alternative among the other alternatives." (DEIR, Ch. 4, Alternatives at p. 4-14; CEQA Guidelines, § 15126.6, subd. (e)(2).) Confusingly, however, the DEIR merely selects *the proposed Project* as the environmentally superior alternative. (DEIR, p. 4-14.) This approach is counterintuitive—the Project cannot be an alternative to itself, much less one that is "environmentally superior." (*Laurel Heights I, supra*, 47 Cal.3d at p. 403; CEQA Guidelines, § 15126.6, subd. (e)(2).)

26

By selecting the Project as the environmentally superior alternative, the DEIR overlooks two alternatives that would, in fact, be environmentally superior. The DEIR concedes that the Project will have significant and unavoidable impacts to a historic resource by destroying Terminal 1. As such, the EIR "must consider and discuss feasible alternatives that would avoid or lessen any significant adverse environmental impact" to historic resources. (*Los Angeles Conservancy v. City of West Hollywood* (2017) 18 Cal.App.5th 1031, 1038; Pub. Resources Code, § 21084.1.)

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The “Retain Terminal 1” and the “Use of Hardstands” Alternatives would avoid the proposed Project’s impacts to historic resources by preserving Terminal 1. The DEIR concedes: “With respect to Factor 3 Screening criteria, this alternative would have similar air quality, GHG emissions, special-status species, and wetlands impacts as the Proposed Project. However, this alternative would avoid significant impacts to historic resources.” (DEIR, p. 4-9.) For the “Use of Hardstands” Alternative, the DEIR similarly concludes: “With respect to Factor 3 Screening criteria, this alternative would not have the historic resource impacts, beyond retrofitting to meet current seismic and fire code standards, described for the Proposed Project but would have similar air quality and GHG emissions impacts as the Proposed Project.” (DEIR, p. 4-9.) But instead of selecting these Alternatives and analyzing them in further detail so that the public can “reach an intelligent decision as to the environmental consequences and relative merits of the available alternatives to the proposed project,” the DEIR summarily rejects them by simply stating they would not meet all of the Project’s objectives. (*Laurel Heights I, supra*, 47 Cal.3d at p. 404; DEIR, pp. 4-8–4-9.) As a result, the DEIR provides no information to the public that would enable it to understand, evaluate, and respond to the bare assertion that “a retrofit and expansion cannot be accomplished in a manner that would both support operations and maintain [Terminal 1’s] attributes as a historic resource,” and thus “would not avoid a significant impact to historic resources.” (DEIR, p. 4-8.)

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For these reasons, the DEIR’s premature exclusion of these alternatives violates CEQA because “[e]nvironmentally superior alternatives *must* be examined whether or not they would impede to some degree the attainment of project objectives.” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 737, emphasis added.)

C. The DEIR must be recirculated with a revised alternatives analysis meeting the requirements of CEQA.

The many serious deficiencies described above, especially the absence of an alternatives analysis, renders the DEIR legally inadequate. While it is not the responsibility of the reviewers such as City staff and elected officials to become airport planners before commenting on these aspects of the EIR and the Project, in order to provide informed comments, the City requests that the Port to recirculate the DEIR, which addresses each of the above described deficiencies and especially with a revised alternatives analysis.

27

At a minimum, the revised alternatives analysis should thoroughly consider the “Retain Terminal 1” or “Use of Hardstands” Alternatives, as they will avoid the Project’s significant impacts to historic resources. The analysis should also provide substantial evidence as to whether and how each Alternative can reduce or avoid the Project’s significant impacts to noise, air quality, greenhouse gas emissions, and transportation so that the public can adequately understand how a project of this scale will impact nearby residents, including those residing in Alameda.

There are also several other alternatives to the Project that could and should be considered. Many of the goals of the Project could be achieved without an increase in gates and should be

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explored further in the Port's planning and environmental analysis. For example, a subset of Project features could be selected for implementation, focused on terminal modernization, to improve the service characteristics of the airport without generating the impacts of the increased travel volume of the Project. Alternatively, if there are financial or other reasons such an alternative would be infeasible, this should be disclosed as part of the decisionmaking process, but it should not completely preclude discussion of the alternatives in the EIR. (See *Uphold Our Heritage*, *supra*, 147 Cal.App.4th at pp. 602–603.)

27

The City therefore implores the Port to redraft the DEIR's alternatives analysis and meaningfully consider, at the very least, the "environmental avoidance alternatives" that it prematurely rejected so that informed decisionmaking can be fostered. In the same vein, the DEIR should also consider a "Reduced Project Alternative" that improves modernization and service characteristics without generating increased travel and the ensuing adverse environmental effects. (See *Watsonville*, *supra*, 183 Cal.App.4th at pp. 1087–1088.) Otherwise, the absence of any alternatives analysis renders the DEIR legally deficient under CEQA. (*Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277, 1304–1305 [an EIR that "fail[s] to mention, discuss, or analyze any feasible alternatives...fail[s] to satisfy the informational purpose of CEQA"].)

28

V. Settlement Agreements

The City and Port have entered into various settlement agreements and monitoring programs related to community noise and other impacts of OAK over the years. The City believes those agreements may warrant amendment based on the passage of time and the scope of the Project and overall airport operations. Such amendments can only be accomplished after a full and accurate accounting is made of the Project's significant impacts, mitigation measures and alternatives. At this time, the City believes the DEIR to be inadequate for this purpose, especially in light of its failure to acknowledge the existence of the 1976 Settlement Agreement, the 2001 Amended and Restated Agreement, and the 2002 Phase Two Agreement (collectively the "Settlement Agreements"), as well as the parties' collaborative efforts on the Airport Noise Program.

Consequently, OAK is currently operating under programs that resulted from prior settlement agreements, entered into over 20 years ago. Although those agreements may warrant revisiting, the City seeks confirmation that the Port remains committed to scrupulous compliance with the Settlement Agreements and all OAK commitments therein, including but not limited to continuing the Airport Noise Program and ongoing stakeholder outreach, as well as advocating on behalf of the airport communities with the Federal Aviation Administration (FAA) to address noise concerns. The City also requests that the Port provide a forum to meet with community stakeholders to discuss the Project's direct and indirect impacts and ways in which the Port plans to mitigate those impacts before certifying the EIR.

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VI. Conclusions

The City appreciates the opportunity to submit its comment letter on this important project and respectfully requests that the Port provide detailed responses to the issues raised in this comment letter and in the supporting technical letters. The City further requests that the inadequacies of the DEIR be corrected, that a revised DEIR be recirculated, and that the Port be inclusive in the public process and allow reasonable time for the public to weigh in on this complex subject matter.

29

We look forward to collaborating with the Port to ensure that community concerns about the Project are fully addressed.

Please contact Allen Tai at atai@alamedaca.gov with any questions or if you would like to set up a meeting to discuss the City's concerns. Please also provide Mr. Tai with copies of all future public notices issued for the Project, including all notices issued pursuant to CEQA and the Ralph M. Brown Act.

Sincerely,

Jennifer Ott
City Manager

Cc: Honorable Mayor Marilyn Ezzy Ashcraft and Alameda City Councilmembers
Yibin Shen, Alameda City Attorney
Andrea K. Leisy Esq., Remy Moose Manley, LLP

Encl.

- Attachment A: Letter from Erin Sheehy, Environmental Compliance Solutions
- Attachment B: Letter from John C. Freytag, P.E., Freytag & Assoc. LLC
- Attachment C: Memo from Allen Tai, City of Alameda
- Attachment D: Public Comment Letters on Project

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ATTACHMENT A



October 13, 2023

Ms. Jennifer Ott
City Manager
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

SUBJECT: OAKLAND INTERNATIONAL AIRPORT (OAK) TERMINAL
MODERNIZATION AND DEVELOPMENT
PROJECT DRAFT EIR (SCH#: 2021050164)

Dear Ms. Ott:

Environmental Compliance Solutions, Inc. (ECS) has reviewed the aforementioned Draft Environmental Impact Report (DEIR) and provides the following comments. Our review focuses specifically on the Air Quality, Greenhouse Gas and Human Health Risk Assessment sections.

ECS was established in 1995. We specialize in preparing air quality analyses, air dispersion modeling, health risk assessments and greenhouse gas inventories for compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) in various environmental documents (including for airport projects). ECS has prepared air quality sections of documents for numerous projects on behalf of Los Angeles World Airports (LAWA) as well as San Diego International Airport. We have also provided third-party technical review for airport and other complex industrial CEQA/NEPA documents.

Attached to this letter are the professional qualifications for myself and my associate who assisted with this review.

I. General Observations on DEIR Inadequacies

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In the areas of construction air quality impacts, operational air quality impacts, greenhouse gas (GHG) emissions, and human health risks, the DEIR omits important information and presents confusing data. The document includes only alleged "answers." Emission calculations are not included in a technical appendices or elsewhere for the public to review. There is no explanation as to how construction

criteria pollutants, operational criteria pollutants, GHG and toxic air contaminant (TAC) emission calculations were derived. No backup documentation, equipment assumptions, aircraft assumptions, inputs, emission factors or methodology is included; thereby rendering meaningful third-party review impossible. As a result, the document fails to adequately disclose to the public and decision-makers potential impacts associated with air pollution exposure as required by CEQA.

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While the document indicates significant adverse impacts from operational reactive organic gases (ROG), oxides of nitrogen (NOx), GHGs, and chronic health effects, no mitigation measures are proposed to avoid or substantially lessen these significant impacts.

31

The document does not include, for example, calculations of toxic air contaminant (TAC) emissions expected to result from the project. Such emissions would form the basis of a human health risk assessment (HHRA); so, it is unclear how the analysis presented herein could have been conducted. Risk results are based on unrealistic and unsubstantiated claims that despite significant increases in passenger, cargo, and aircraft operations, toxic emissions will *decrease* in the future to below current levels. The Port of Oakland contends that, upon after significantly expanding Oakland Airport's operations, residences would experience a health "benefit" in the form of reduced calculated cancer cases despite an additional 11 million annual passengers (MAP) and more than 240,000 tons of additional cargo.

32

No evidence to support any of the air quality analyses has been included. Emission calculations (and all associated inputs, assumptions, modeling, etc.) should be included in a revised DEIR, which should be recirculated for public review and comment.

33

Appendix E, entitled *Human Health Risk Assessment* does not include any emission calculations. TACs are simply listed by concentration rates with no explanation as to how the emissions were calculated or which sources result in which emission types.

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The basis for the Notice of Preparation's dismissal of the potential Odor impacts from this significant airport expansion project is also entirely lacking in any explanation. Direct and indirect odors from construction emissions and increased operations will occur and should be analyzed.

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II. No Mitigation Measures Proposed

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Despite identifying significant air quality and human health impacts, no air quality-related mitigation measures are proposed as part of the DEIR or as project features.

Mitigation measures must be incorporated wherever feasible to reduce significant adverse impacts.

36

To state that there are no feasible mitigation measures is false. Further, the statement about electrification of infrastructure is in no way presented as a committed mitigation measure nor is it clear whether or not credit was already taken for this potential future measure.

We recommend that the Port review the Mitigation Monitoring and Reporting Plans (MMRPs) adopted as part of the EIR's prepared and certified by other jurisdictions for similar large airport projects, including for measures to ensure the protection of public health.

Specifically, the DEIR states the following:

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"The majority of ROG and NOX emissions result from aircraft operations, which the Port does not have the authority to regulate. The Port has provided electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area." This is NOT a mitigation measure. [page 3.3-29]

Page 3.3-27 states, "In addition to the BAAQMD basic Best Management Practices (BMPs) for construction-related fugitive dust emissions, the Port also would implement, *to the extent feasible and applicable*, the following enhanced BMPs for construction-related fugitive dust emissions..." These caveats imply that there is no guarantee or assurance that these measures will be implemented and therefore render the measures unenforceable. Further, BMPs are not true mitigation measures because they are not discretionary or adopted by a decisionmaking body as a matter of policy. It is also unclear from the DEIR whether emission reduction credits were taken for abovementioned BMPs.

The document also finds that GHG emissions will result in significant adverse environmental impacts, yet no mitigation measures are offered as required under CEQA. For GHG Impacts, the only "mitigation measure" proposed is essentially the same, "the majority of the Proposed Project's GHG emission increases would result from market-based demand and related aircraft emissions and the Port does not have the authority to mitigate air pollutant emissions associated with aircraft operations."

Again, as mentioned above, this is not a mitigation measure.

Human health impacts to airport workers is found to be significant, yet no mitigation is proposed.

III. Inaccurate Air Quality Baseline

38

The DEIR states on multiple occasions the following, "To provide a conservative analysis, the Port has elected in this DEIR to compare the aviation activity-based impacts of the Proposed Project in 2028 and 2038 to the 2019 OAK aviation activity level conditions, thus overstating the Proposed Project's actual impacts." (DEIR, page 3.3-32, 3.11-15, etc.) The use of the 2019 activity level is neither the most recent data available nor is it overstating emissions. There is no back-up data for years 2020, 2021 or even 2022 to verify that 2019 is in any way an overestimation.

The Notice of Preparation (NOP) itself was not released until mid-2021; therefore, there was no reason to use 2019 in the Draft EIR. Further, since the NOP was so woefully inadequate, there was no disclosure of the baseline year under air quality or any other impact area to indicate that this was the study year.

The choice of 2019 as the baseline year was a strategic choice that does the opposite of overstating emissions. Had the Port chosen 2020 or 2021, one has to assume that the baseline would have been lower; thereby more accurately illustrating project-related emission increases. This assumption is not verified since baseline levels for those years were not presented. The document should be revised and recirculated using more updated baseline data.

State CEQA Guidelines Section 15088.5b(a)(4) - Recirculation of an EIR prior to Certification, states the following; "The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." This DEIR contains air quality conclusions with no supporting evidence to verify them; therefore, the document must be revised and recirculated.

IV. Operational Emission Impacts

39

No operational emission calculations are included in this document. Our comments are based on the results (i.e., "answers" and "conclusions") provided herein.

Table 2-1 - Forecast Summary for Oakland, indicates that 2019 MAP was 13.4. This number increases to 24.7 MAP in 2038. The table also indicates that passenger airline activity increases by approximately 68,000 without taking cargo aircraft into consideration. Cargo is expected to increase from 642,405 tons to 884,087 tons by 2038. Aircraft operations are forecast to increase from 242,757 to 323,501.

With this in mind, it is literally impossible to reach the emission levels disclosed in this section. For example, Table 3.3-11 - Net Change in 2028 and Existing Operational Emissions Estimates Compared to BAAQMD's Threshold of Significance. There is no pending or currently available zero-emission technology that could accommodate this activity increase while actually reducing emissions; let alone result in project emission

benefits as the table indicates. Renewable fuel sources that may be available in the future certainly cannot bring emissions down to these levels; particularly jet fuel combustion which would never be expected to be zero emissions.

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Table 3.3-9 indicates that carbon dioxide (CO) and NOx emissions are virtually identical in 2028 (1,070 and 1,037 tons per year respectively). Fifty percent of CO and approximately 92 percent of NOx results from aircraft exhaust. Yet by 2038, the proposed project shows substantial increases in NOx of 3,061 pounds per day (or 1,117,265 pounds per year) and an inexplicable *decrease* in CO. [cf. DEIR Tables 3.3-10 and 3.3-12.]

How is this possible since both are byproducts of fuel combustion? PM10 (another exhaust pollutant increases from 2019 to 2038 by only 27 pounds per day. This makes no sense and is not supported by any substantial evidence in the EIR. [Page 3.3-31, Table 3.3-12]

Eliminating CO emissions as an impact further eliminates any potential need for CO Hotspots Analysis Modeling as required by BAAQMD's 2017 CEQA Guidance document [Section 6.0]

This analysis is lacking any validity while presenting implausible and misleading results. Any increases in operational air emissions should be properly analyzed in the DEIR and reflected in a project human health risk assessment (HHRA), discussed in detail below.

Page 3-3.16 – 19 outlines numerous air quality models and programs said to have been used to calculate emissions from this project. It appears to be a blueprint for how emissions from airports should be estimated. However, the document does not include any of these calculations.

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Table 3.3-6- Aircraft, Ground Service Equipment, Ground Access Vehicles and Stationary Source Emissions (Tons per year), provides an alleged emissions total from various airport categories for 2019 without providing any back up as to how those calculations were derived. For the adequacy of the document to be evaluated, all work must be shown. Understanding 2019 (or 2020 baseline – see Baseline discussion below) emissions are critical to then making the determination of potential impacts from the full project as compared with baseline activities.

41

The Proposed Project includes modernizing Terminals 1 and 2, consolidating passenger processing functions (e.g., ticketing, baggage check-in, baggage claim, security screening), constructing expanded international arrival facilities, constructing a new terminal, relocating existing cargo and support facilities, and improving the terminal area roadway, parking areas, and support facilities. [page 2-10]

41

Extensive demolition and construction activities are expected to occur over a five or six-year period. The DEIR is inconsistent in its project description regarding the construction timeframe which is critical as construction emissions would potentially contribute to adverse health impacts to sensitive receptors in the vicinity of the Project, including the large new proposed parking lot. This is one of several flaws in the project description which infects the analysis of potential impacts. Fourteen sections of the airport will be demolished and rebuilt, including both passenger terminals a new, third passenger terminal will be constructed. The maximum timeframe for construction related activities must be identified and the air, GHG and noise related impacts quantified and mitigated.

Air quality impacts are analyzed as if the flights were part of the Project (impacts are determined significant and unavoidable, and beyond the ability of the Port to mitigate). This indicates that the activity is part of the Project and should be evaluated as such, with appropriate mitigation, rather than improperly segmented as it appears. Additional flights would be required to carry approximately 11 million more people and more than 240,000 tons of cargo. But for the Project, would OAK be able to accommodate the future forecasted MAP and cargo flights?

There are numerous BAAQMD, California Air Resources Board (CARB), and Environmental Protection Agency (EPA) rules and regulations that apply to both operation and construction of this proposed project. For example, BAAQMD has responsibility for regulating and permitting stationary sources and assuring that State and Federal controls on mobile sources are implemented. Potentially applicable BAAQMD Regulations include, but are not limited to:

- Regulation 2 – New Source Review (NSR)
- Rule 2-2-202 Best Available Control Technology (BACT)
- Rule 2-2-212: Cumulative Increase
- Rule 2-2-221: Offsets
- Regulation 6 – Particulate Matter
- Rule 6-1-301: Ringlemann No. 1 Limitation
- Rule 6-1-310: Total Suspended Particulate Concentration Limits
- Rule 6-1-311: Total Suspended Particulate Weight Limits
- Rule 6-6-301: Prohibition of Trackout onto Paved Roadways

Any and all applicable rules, regulations, policies, plans, requirements etc. should be enumerated and presented in a revised and recirculated DEIR.

42

V. Construction Impacts

Appendix F to the DEIR includes numerous confusing and unsubstantiated CalEEMod construction analysis runs. CalEEMod appears to have been used to calculate construction impacts. It further appears as though all tasks were analyzed separately (i.e., not concurrently) which is improbable given there will be overlapping construction, demolition and ongoing airport flight operations for which the direct and cumulative air and GHG emissions must be identified.

The summary stating that not a single construction task or combination of tasks exceeds BAAQMD's conservative CEQA Threshold of Significance is not plausible.

To attempt to illustrate the gross underestimation of construction-related emissions, please see the Final Negative Declaration for the U.S. Navy Commissary Demolition certified for the Port of Los Angeles (Port of Los Angeles, 2014)
[\[https://kentico.portoflosangeles.org/getmedia/e050ffb1-02f4-46ae-a270-248a0b09f51d/Initial_Study_Negative_Declaration\]](https://kentico.portoflosangeles.org/getmedia/e050ffb1-02f4-46ae-a270-248a0b09f51d/Initial_Study_Negative_Declaration)

The project involved demolition of approximately 78,000 square feet. Calculated construction emissions were as follows:

- Oxides of Nitrogen - 93.8 pounds/day
- Volatile Organic Compounds - 9.2 pounds per day
- PM10 and PM2.5 - 25.2 pounds per day.

For purposes of comparison, one task highlighted in Table 3.3-7 is to Demolish OMC Hangar and Related Structures and Remove Associated Parking, which totals 252,000 square feet. This demolition is more than three times the size as what was evaluated by the Port of Los Angeles. Even taking into account updates to the CalEEMod model, this task would easily exceed the BAAQMD's significant thresholds by itself.

However, the document indicates that the busiest day of construction ever for the OAK modernization results in less than 2 pounds of PM10.

This is further contradicted by the fact that page 794 of the 888 pdf for Appendix F – Air Quality shows PM10d (daily) as 4.17 pounds from one specific task. Again, the results table indicates that no construction day ever exceeds 1.9 pounds of PM10. While emission days may have been averaged, it seems mathematically impossible to have arrived at an “averaged” day of less than two pounds of emissions with so many significant construction tasks occurring as all other tasks would have had to result in zero emissions.

42

Further taking into account that the Draft EIR itself discloses ten other construction tasks occurring at the same time, it is unfathomable that the foreseeable emissions from these activities are being identified and honestly presented as required by CEQA. Rather, air and GHG emissions appear to have been significantly underreported in this document, which is misleading and disingenuous.

Construction Staging

Construction emissions are presented with overlapping construction and operational emissions beginning in 2028. This begs the question why overlapping emissions weren't disclosed from project year one, which is 2025 when construction is anticipated to begin. The Draft EIR therefore grossly understates the cumulative impacts for three years.

Table 3.3-7 - Proposed Construction Component Anticipated Start and End Times, is baffling. The construction-related activities that would occur during 2025 are broken into 3 stages. The tasks appear to occur solely in 2025; all of which are overlapping to a large extent. Combining all of the activities (as the DEIR dates indicate) cannot possibly result in insignificant air quality emissions. Regardless of the fact that a detailed construction schedule was not provided, there is no possible way emissions would not be significant and unavoidable.

Moving to the 2026 construction year in the same table, how is it possible that there are still tasks from Stage 2? The dates for the tasks listed in 2025 all end by 12/31/2025 yet some are carried over into 2026. Please explain what the actual construction phasing and staging will look like as part of a construction plan and disclose the location(s), number of construction workers, hours of work, pieces of equipment, heavy-duty truck trips, etc., so that the DEIR assumptions are clarified as part of the project description and so that the air quality analysis may be substantiated.

Furthermore, the project description inadequately describes the construction-related disruptions (traffic, noise and air quality) that will persist for many years and therefore must be fully disclosed and mitigated. In particular, the various airside project components, including demolition, paving, and reconstruction will require interim solutions for each phase of work that will result in shifting air traffic and other activities around the airport site that could result in other impacts to the surrounding communities and environment.

At various places throughout the document, the construction schedule is listed as four, five and six years. Please confirm. For example, page 3-10 of the Draft Protocol for the HHRA indicates a four-year construction schedule. If the actual duration is six years, the HHRA will have significantly understated potential health risks.

While not described in the EIR, one could foresee heavier use of the north field, which could result in both additional noise and emission impacts during runway maintenance at the south field and would be a major impact to the community during construction of the Project. Similarly, landside Project components could disrupt passenger and employee travel patterns for several years and should therefore be described and analyzed in a revised and recirculated DEIR.

42

Air Emissions Related to Foreseeable Remediation Activities Are Improperly Omitted from the DEIR

As noted in DEIR Section 3.8.2.1 contaminants detected in soil and/or groundwater on Airport property include petroleum hydrocarbons (aviation fuel, diesel, gasoline, oil and grease), VOCs, metals, and PFAS. As such, construction activities associated with the Project may disturb contaminated soil and groundwater. The DEIR proposes that a Phase II environmental site assessment (ESA) would be conducted prior to construction to assess contaminants of concern in soil, soil gas, and groundwater, as appropriate, within the detailed study area. In areas where new buildings are planned, vapor intrusion pathways would be assessed. If the contamination encountered during the Phase II ESA is sufficient to exceed applicable regulatory thresholds, cleanup of contaminated sites, including the implementation of engineering controls if appropriate, would be completed before or during construction in the contaminated location but prior to site development.

The DEIR also punts to the preparation of a future Site Management Plan for grading and construction within the contaminated areas but fails to include any performance standards (or the SMP itself) to ensure the protection of human health related to demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation.

The DEIR therefore appears to defer any meaningful analysis – even at a programmatic level – of the air quality and human health risks associated with cleanup efforts required as part of the Project. The DEIR must reflect a good faith effort at disclosing these potential impacts to the extent they are reasonably foreseeable and caused by the Project. As proposed, the DEIR improperly defers this analysis. (See DEIR, pp. 3.8-20 thru -22.)

Specifically, the number and types of equipment needed in the remediation efforts and resulting direct and indirect emissions associated with these remediation activities, are not included in the DEIR. This is a significant oversight as that task would be expected to involve the removal of significant volumes of contaminated soil and the importation of clean fill. Such soil would be expected to contain numerous toxic chemicals including, but not limited to: hexavalent chromium arsenic, beryllium, cadmium, and lead. The DEIR's less-than-significant impact finding is not supported by substantial evidence.

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VI. Human Health Risk Assessment

No toxic air contaminant (TAC) emission calculations are included in this document. Our comments are based on the “results” presented herein.

The DEIR concludes that there are no significant impacts that would disproportionately affect children's health or safety. The document fails to provide adequate data to support that conclusion. The HHRA contained in the document departs significantly from California guidance as to how a health risk analysis is to be conducted without any explanation.

Specifically, page 2 of the 2015 California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments, February 2015, cited herein as one of the sources for how the HRA was conducted, requires evaluating residency periods of “nine, thirty, and seventy years (70)” of residential exposure to toxic air contaminants.

The HHRA included in the DEIR assumed a **maximum of 30 years of exposure** for adults and an unjustified assumption that children would live at home for 9 years of 12 years only. Why was radical departure from state guidance made? It is unclear where the children would reside after that.

Obviously, assuming 30 years of exposure versus following California HRA guideline methodology of 70 years, results in a significant under reporting of potential health impacts. The decision to reduce residency times by more than half results in an extremely misleading and disingenuous underreporting of human health risks.

In one place, the document indicates that the HHRA modeling protocol was *submitted* to BAAQMD and in another place it states that it was *reviewed* by BAAQMD. Given the fact that this protocol does not follow California HRA guidance, was its methodology *approved* by BAAQMD? If so, please provide written documentation from the District.

The HHRA was predicated on the assumption that diesel emissions (and aircraft exhaust) will decrease significantly in the future, thus leading to a better air quality situation for toxic air contaminants than the current emission levels. The document does not include emission calculations of TACs and any source or sources they came from. The DEIR conclusions are therefore not supported by substantial evidence.

The Technical Support Document for Cancer Potency Factors (OEHHA, 2009), moreover, recommends a tenfold early-in-life potency factor adjustment for the third trimester and ages zero to less than two, and a threefold adjustment factor for ages two to less than sixteen. Was this done? If not, potential health impacts to children are significantly under reported.

Significant diesel reductions are also not explained. CARB's EMFAC2021 model which is used to calculate emissions from on-road vehicles and trucks (including heavy-duty diesel trucks) provides lists of all makes and models of cars and diesel-powered trucks on the road in California. A significant diesel fleet is expected in 2028 and out to 2038. Please provide the rationale for assuming the significant reduction in diesel exhaust from this project despite an increase of over 242,000 tons of cargo (to be delivered by truck) as well as other potential diesel equipment at the airport.

44

Why is there an assumption that construction activities will only overlap with airport operations for two of the five six construction years? The airport would be expected to operate throughout all construction activities. This assumption significantly understates actual emissions and human health risks as well.

The 2019 PM10 baseline is 11 tons per year [Table 3.3-6, page 3.3-20]. Stated PM10 emissions increase by almost 69% by 2038 to 15.92 tons per year [Table 3.3-10, page 3.3-29]. How does this significant increase in PM10 (presumably much of it diesel exhaust), result in a negative health risk assessment in the future?

The document states that diesel exhaust will actually decrease with the project and with a significant increase in cargo and passenger travel through the Oakland Airport. Wouldn't that cargo be delivered via diesel trucks? Even natural gas and gasoline powered vehicles emit TACs.

On a formatting note, the document includes footnotes which reference multi-hundred page guidance documents. The footnotes do not indicate where in the document this information came from. It is very difficult to follow the logic of how any of these assumptions were made. In the revised recirculated version of this DEIR, please include sections or page numbers in the footnotes rather than just citing technical guidance documents that are hundreds of pages long and which don't appear to have been followed anyway.

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Detailed Concerns Regarding HHRA

Page E-1 states that only aircraft taxiing was included. Why are aircraft exhaust emissions not included in the HHRA? Particularly when construction of the Project will contribute to the existing ongoing and future emissions. This cumulative impact must be assumed and assessed. *The assumption significantly reduces estimated potential human health impacts.*

- 46
Page E-4 indicates that exposure to TACs is assumed “almost all days.” Please provide more detail in your recirculated document as to what this means and why it wouldn’t be every day. Maximum daily and lifetime exposures are required in agency HRA guidance documents. *This assumption significantly reduces estimated potential human health impacts.*
- 47
Page E-18 mentions a cumulative health risk assessment which examined other large sources of air pollution (Title V sources) near the airport. Where is this analysis? Without knowledge of emissions of significant nearby sources, *this omission significantly reduces estimated potential human health impacts.*
- 48
The text on Page E-22 incorrectly references BAAQMD CEQA Guidelines rather than the SCAQMD document cited here. The assumption that construction equipment exhaust stacks are more than 16' above the ground is unsubstantiated. Please provide references for any and all assumptions. *Inaccurate modeling inputs could potentially significantly reduce the reported potential human health impacts.*
- 49
Page E-29 mentions acrolein as being the source of potentially significant health impacts. However, acrolein is often associated with diesel combustion. If diesel combustion is expected to significantly decrease, what is the source of acrolein emissions?
- 50
Page E-30 indicates that the peak chronic non-cancer health impacts to workers were “primarily attributable to diesel particulate matter (DPM) (diesel particulate matter) (41%) and crystalline silica from construction dust (43%).” How is this possible when the HHRA is based on the assumption that diesel exhaust significantly decreases in the future (to levels below current emissions) and busiest construction activities are not reported to have caused <2 pounds of dust emissions? [page 3-3.26, Table 3.3-8]
- 51
Page E-33 indicates an incremental 8-hour Non-Cancer Hazard Index (HI) of 0.96. Significant risk is defined as 1.0. Engineering standard dictates to round the number up. This document misleadingly rounded this number down and declared no significant health risk.
- 52
Detailed Concerns on the Draft Human Health Risk Assessment – Inhalation Pathway Modeling Protocol, dated December 22, 2022**
- Pages 1-1 – 1-2 of the protocol states that this HHRA “was also developed to be generally consistent with Bay Area Air Quality Management District (BAAQMD) health

risk assessment and modeling guidance." [emphasis added]. What does this mean? What parts of the risk assessment procedures were not followed? The guidance documents are not meant to be a menu from which one picks and chooses which elements to include in a health analysis.

52

CEQA requires that the decision makers have full and adequate documentation of all potential environmental and human health impacts associated with a proposed project in order to make an informed decision. All agency HRA methodologies should be followed completely in order to provide an accurate representation of potential health impacts.

The footnote on page 3-10 states, "Nine years of exposure represents the central tendency (or average) exposure duration roughly the average time a person lives in one place). **The value is provided as supplemental information.**" [emphasis added] What does this mean?

VII. Greenhouse Gas Emissions (GHGs)

53

No GHG emission calculations are included in the DEIR.

However, the document reports a monumental increase total carbon dioxide equivalent (CO₂e) of 211,638,105 pounds per year. This results in a significant adverse environmental impact. Most of this increase is attributed to aircraft emissions (below the mixing level) and vehicle trips. This is inconsistent with the findings of no significant air quality impacts for criteria pollutants such as PM10 and no cancer health impacts. The same exhaust expected to result in GHG emissions also results in emissions of PM10 and TACs as well.

As mentioned previously, CEQA documents must disclose impacts to stakeholders and the general public and must include assumptions, inputs and methodologies by which those impacts were calculated. The GHG section of the document includes totals for airport emissions in the baseline of 2019 and for 2028 and 2038. No backup material is provided as to how those emissions were calculated. Please provide this information.

The document finds that GHG emissions will produce a significant adverse environmental impact, yet no mitigation measures are incorporated as required under CEQA. For Greenhouse Gas Impacts, the only mitigation measure proposed reads as follows, "the majority of the Proposed Project's GHG emission increases would result from market-based demand and related aircraft emissions and the Port does not have

the authority to mitigate air pollutant emissions associated with aircraft operations." [page 21]

53

Again, as mentioned above, this is not a mitigation measure and it ignores the GHG impacts of the Project itself from construction, demolition and related truck trips.

Pages 3.7-9-10 states, "BAAQMD recommends...best management practices (BMPs) for reducing GHG emissions..." and goes on to list 18 recommended measures. The document fails to mention whether any of these measures will be a requirement of this project. BMPs are also not mitigation measures. Will these measures be included and was emission credit already taken for their potential implementation?

54

Page 3.7-12 states, "Aircraft emissions are not under local control and would occur in the San Francisco Bay Area Air Basin regardless of permitting and construction of the Proposed Project." CEQA requires that such emissions still be quantified and disclosed in the document. Further, aircraft emissions/traffic would increase as a result of the Port's expansion project; which is directly under the agency's control.

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Page 3.7-12 states, "As described in Chapter 3.13, Transportation, for VMT, this Draft EIR uses "no net increase in existing VMT per enplanement". Does this mean no additional vehicle trips to the airport? If so, how would 11 million more people get there? What are the indirect impacts from the Project's ability to accommodate future additional passengers, including to air quality from additional passenger car trips, shuttles and buses? Also, how would additional cargo be delivered to and picked up from the airport?

56

Page 3.17-13 states, "Aircraft engines produce GHG emissions during landings and takeoffs, as well as while aircraft are idling and taxiing."

57

Pages 3.7-16-17 states, "the Port must prepare a Carbon Management Plan which includes initiatives to further reduce its carbon footprint. Some of the initiatives *may* [emphasis added] include, but are not limited to..." It goes on to list 14 measures. The document fails to confirm whether any of these measures will actually be included as elements of the proposed project. Again, BMPs are not mitigation measures.

58

Table 3.7-4 provides a summary of potential GHG emission increases associated with the proposed project. GHGs from aircraft emissions increase by approximately 60.5% as a result of the project.

58

Why aren't airborne aircraft emissions included in this analysis and document?

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If emission increases are this significant for GHGs, a corresponding increase in criteria pollutants would also be expected.

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The air quality section indicates minor increases in VOCs, increases in NOx and no other increases in the other criteria pollutants (most notably PM10 and PM2.5). In fact, the human health risk assessment shows diesel emissions decreasing due to project construction and implementation.

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Vehicle emissions are ONLY mentioned in the GHG Section. Corresponding criteria pollutant emissions expected from vehicles are not disclosed as part of the Air Quality analysis or the HRA.

VIII. Conflict with or Obstruct an Air Quality Plan

61

The DEIR states that the proposed project is consistent with the BAAQMD's 2017 Air Quality Plan [page 3.3-31]. A review of the control measures indicates otherwise. For example, please refer to control measures BL-2 - Decarbonize Buildings. It states that the project is consistent with this measure as "the Port is proposing to develop a transition plan to convert natural gas consumption to all-electric building systems. The Proposed Project would not disrupt or hinder this measure." This shows no valid commitment whatsoever nor any detail as to how this would occur. More information needs to be provided.

Another example can be found in Control Measure BL3 - Market-Based Solutions. The Draft EIR finds itself in compliance with this measure by stating the following, "Consistent; the Proposed Project would support market - based approaches for solution to reduce GHG emission with existing buildings, as feasible. The Proposed Project would not disrupt or hinder this measure" [page 3.3-33] Please provide any example of what market-based approaches the project is incorporating as well as why terms such as "as feasible," are necessary if the Port actually intends to comply.

Yet another example can be found in Control Measure BL4 - Urban Heat Island Mitigation where the Draft EIR again deems itself in compliance. The Draft EIR deems itself consistent and states the following, "The Proposed Project would assess the incorporation of cool roofing and cool paving. The Proposed Project would not disrupt or hinder this measure." Assessing something and actually implementing it are two very different concepts. If the Port has chosen to be consistent with the AQP, it should clearly state its intention to install cool roofing and paving. Please provide more information on all of these measures and why there is a clear avoidance of any commitment.

IX. National Environmental Policy Act (NEPA)

62

It is unclear why a joint Environmental Impact Study (EIS) and EIR (EIS/EIR) was not conducted as the Federal Aviation Administration will also need to take action on the Project. Please provide a timeline for this document as well as rationale for its lack of incorporation.

State CEQA Guidelines Section 15089 (b) - Preparation of a Final EIR. As this letter is submitted on behalf of the City of Alameda, please forward the Final EIR and all proposed responses to the City's comments prior to the hearing on the Project.

63

X. Summary

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The DEIR should be recirculated to address the numerous inadequacies in the Air Quality, Greenhouse Gas and Human Health Risk Assessment sections.

The overall failure of the DEIR to explain how calculations were completed and what input information, emission factors, and assumptions were utilized, does not allow for an accurate third-party review of the document. More importantly, it is vague and misleading with respect to potential human health impacts associated with construction and operational emissions of criteria pollutants and hazardous air pollutants. The omission of an HRA results in a failure to fully disclose potential health impacts to neighbors and nearby communities. This is inconsistent with the requirements and public disclosure intent of CEQA.

CEQA Guidelines, Section 15151 defines the standards for EIR adequacy as, "An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure."

A revised DEIR should be prepared and recirculated for public review and comment which includes, at the very least, all back-up calculations and modeling outputs used to complete the air quality calculations, GHG and human health risk assessments. The DEIR must also include feasible mitigation measures to be adequate under CEQA. As proposed, the DEIR falls short of CEQA's requirements.

Thank you in advance for your consideration of these comments.

ENVIRONMENTAL COMPLIANCE SOLUTIONS, INC.

Erin M. Sheehy, LEED AP
President



ERIN M. SHEEHY, LEED AP

Experience Summary

Ms. Sheehy has over 30 years of California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) experience with a specialty in air quality. While serving as an quality specialist at the South Coast Air Quality Management District (SCAQMD), Ms. Sheehy was responsible for the preparation of over 30 CEQA documents which analyzed rules and regulations (as projects) and their impacts on the regulated industry. During the past 30 years she has served as project manager for various CEQA/NEPA documents as well as a third-party technical reviewer of air quality and risk assessment impacts. Environmental Compliance Solutions, Inc. was founded by Ms. Sheehy in May 1995. Ms. Sheehy served as an In-House CEQA/NEPA Project Manager on behalf of the City of Los Angeles – Harbor Department from 2014 – 2021. She also assisted Los Angeles World Airports (LAWA) with CEQA/NEPA documents for the modernization of the airport from 1996 – 2005.

ECS is proud to include: Los Angeles World Airports (LAWA), San Diego County Regional Airport, USAir, the Port of Los Angeles, Anheuser-Busch, Mizkan America (Bertolli), the United States Department of Defense, Boeing, the Port of Long Beach, Waste Management, Love's Travel Stops, Occidental Petroleum, Phillips 66, Northrop Grumman, Rust-Oleum, and Western States Petroleum Association among our many clients.

Credentials

Smith College, B.A. Economics 1988

Dartmouth College, Twelve College Exchange Program, 1986-1987

University of California Riverside, Certificate in Hazardous Materials Management, 1990

University of California, Los Angeles - Anderson School of Business Administration, Entrepreneurial MBA, 1999.

Key Airport and CEQA/NEPA Projects

Client Name: Confidential

Ms. Sheehy provided third-party technical review and comment on the air quality and health risk assessment sections of the *Bob Hope "Hollywood Burbank" Airport Proposed Replacement Terminal Project Draft EIS*. Sections reviewed for adequacy included, but are not limited to: construction-related emissions, operational emissions, toxic air contaminant (TAC) emissions, human health risk assessment, and proposed mitigation measures. Relevant technical appendices were reviewed and compared to impacts outlined in the draft document. Findings were summarized into a very detailed, comprehensive comment letter presented to the Lead Agency during the public comment period.

Client Name: Los Angeles World Airports (LAWA)

Served as Project Manager for completion of sections of air quality, health risk assessments and sustainability sections of the following CEQA/NEPA documents for various airport projects.

- FEIR/FEIS for the LAWA Master Plan Modernization Project;
- Mitigation Monitoring and Reporting Program (MMRP) for LAWA's Master Plan;
- LAWA Community Benefits Agreement – Mitigation Measure Analysis;
- FEIR/FEIS for LAWA Specific Plan Amendment Study and Health Risk Assessment;
- EIR for LAWA's South Airfield Improvement Project; and
- EIR for LAWA's Crossfield Taxiway Project (CFTP)

Client Name: LAWA

Responsible for assessing more than 100 mitigation measures as part of the CEQA Mitigation Monitoring and Reporting Program and Community Benefits Agreement.

Client Name: LAWA

ECS prepared a comprehensive matrix of all available grant opportunities currently available for equipment used at Los Angeles International Airport. This matrix included a brief summary of grant opportunities currently available for private companies located in the South Coast Air Basin. Monies can typically be used to off-set the cost of diesel retrofits and equipment replacements. Grant programs that were available through the SCAQMD, CARB, and the EPA were summarized. Data will be sorted by: type of equipment covered, governing agency, agency contact persons, amount of money available, and grant application deadlines.

Client Name: San Diego County Regional Airport Authority Mitigation Monitoring and Reporting Program

ECS worked on the air quality mitigation measures section of the EIR/EIS for the San Diego International Airport. Measures include diesel reduction technologies such as: switching to LNG and CNG fueled trucks and vehicles; use of alternative fueled generators and off-peak delivery trips. ECS reviewed and ranked over 40 mitigation measures as part of this task. Measures were researched and ranked based on costs.

Client Name: Confidential

As part of this project, we reviewed the CEQA document prepared for a proposed expansion at the *Camarillo Airport*. As part of this project, particular attention was given to the technical appendices for Air Pollution and Greenhouse Gas Modeling. As part of our review, we researched whether or not appropriate and accurate emission factors were utilized for the analysis. This construction-related emissions as well as operational emissions from aircraft engines during taxis, take offs, and landings, and other mobile equipment used at the airport.

Client Name: Port of Los Angeles

In-house CEQA/NEPA project managers for the following projects;

- American President Lines Container Terminal (APL);
- Everport Container Terminal EIR/EIS;
- Avalon and Freis Mitigated Negative Declaration;
- International Longshore Warehouse Union (ILWU) Expansion Negative Declaration;
- SA Recycling;
- VOPAK Marine Oil Terminal MOTEMS Project;
- Shell Oil Company Marine Oil Terminal MOTEMS Project;

- Avalon Freight Services Relocation Mitigated Negative Declaration;
- Los Angeles Harbor Grain Relocation Negative Declaration;
- AltaSea Research Center Addendum;
- Space X Mitigated Negative Declaration; and
- Matson Berth 206 – 209 Container Terminal Reuse Project EIR/EIS.

Client Name: USAir, Inc.

ECS successfully negotiated with the SCAQMD on behalf of USAir, Inc. to eliminate many of the reporting requirements facing them as part of the NOx RECLAIM program by re-permitting many NOx sources as “permit units” rather than major or large sources. ECS also represented USAir at its RECLAIM audit and at the SCAQMD site inspection.



TARA TISOPULOS

Experience Summary

Ms. Tisopulos has over 29 years of experience in air quality analyses (CEQA/NEPA documentation), environmental compliance, and sustainability reporting. Ms. Tisopulos served as an air quality specialist in the CEQA division at SCAQMD for over 10 years. Responsibilities included analysis for the EIR for the Air Quality Management Plan which included greenhouse gas control measures. She prepared numerous CEQA documents on various SCAQMD regulatory actions. Ms. Tisopulos was also the reviewer of dozens of Lead Agency CEQA/NEPA documents for which the SCAQMD was the Responsible or Commenting Agency.

Since joining ECS, Ms. Tisopulos has authored numerous CEQA/NEPA documents including several on behalf of the Port of Los Angeles. She has also assisted with numerous Los Angeles World Airports (LAWA) and SCAQMD CEQA/NEPA documents. She completed third-party technical review for other airport projects.

Ms. Tisopulos served as an in-house CEQA/NEPA project manager at the Port of Los Angeles since from 2014-2021. Duties include preparation of CEQA/NEPA documentation for Port projects.

Credentials

B.A., English and Journalism, University of Southern California, 1991.

M.A., Mass Communications, California State University – Fullerton, 1995.

Key Projects

Client Name: Los Angeles World Airports (LAWA)

Assisted with preparation of CEQA/NEPA document for modernization of Los Angeles International Airport, on behalf of LAWA. Projects included: evaluation of air quality impacts from construction, evaluation of potential mitigation measures and their associated costs and response to public comments. Specific LAWA CEQA/NEPA documents include:

- FEIR/FEIS for the LAWA Master Plan Modernization Project;
- Mitigation Monitoring and Reporting Program (MMRP) LAWA Master Plan;
- LAWA Community Benefits Agreement – Mitigation Measure Analysis;
- FEIR/FEIS for Specific Plan Amendment Study and Health Risk Assessment;
- EIR for LAWA's South Airfield Improvement Project; and

- EIR for LAWA's Crossfield Taxiway Project (CFTP)

Client Name: LAWA

Ms. Tisopoulos served as Project Manager and successfully completed an extensive prioritization of emission reduction strategies and sustainability measures which were used to document the while preparing air quality and environmental justice portions of the Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the Modernization of Los Angeles International Airport. ECS completed all construction-related air quality analyses for the EIR and EIS and Supplemental EIR prepared for Los Angeles World Airport's LAX project. The project included hundreds of pages of spreadsheet calculations broken out by each day of a 15-year construction buildup. Off-road engine factors along with SCAQMD CEQA Handbook data was used to complete the analyses.

Client Name: Confidential

Ms. Tisopoulos provided third-party technical review and comment on the air quality and health risk assessment sections of the Bob Hope "Hollywood Burbank" Proposed Replacement Terminal Project Draft EIS. Relevant technical appendices were reviewed and compared to impacts outlined in the draft document. Findings were summarized into a very detailed, comprehensive comment letter presented to the Lead Agency during the public comment period.

Client Name: Port of Los Angeles

As a CEQA Project Manager, she prepared and successfully certified the Negative Declaration for SA Recycling's Crane Replacement and Electrification Project. The Los Angeles Harbor Department (Port of Los Angeles) was the Lead Agency.

Other POLA CEQA/NEPA projects managed include, but are not limited to:

- Everport Container Terminal EIR/EIS;
- Avalon and Freis Mitigated Negative Declaration;
- International Longshore Warehouse Union (ILWU) Expansion Negative Declaration;
- Avalon Freight Services Relocation Mitigated Negative Declaration;
- Los Angeles Harbor Grain Relocation Negative Declaration; and
- AltaSea's Research Center Addendum.

Client Name: Los Angeles County Metropolitan Transportation Agency (Metro)

Project Manager for Sustainability/Green Energy Study for Los Angeles County Metropolitan Transportation Agency's (Metro's) proposed High Desert Corridor (HDC). The HDC is a proposed multipurpose transportation link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County. The report aimed at determining which of the potential HDC infrastructure projects were most likely going to get funded through carbon market mechanisms; and how can the sale of carbon credits (e.g., Low Carbon Fuel Standard credits) be used to attract Public /Private partnerships and similar structure investors. Sustainable projects researched included: solar highways, methane digesters, microturbines, and wind energy.

Project Manager for Port of Los Angeles Sustainability Goals Plan. Project included analysis and research of 150 sustainability requirements. Measures include requirements for project

planning, design and construction. The measures will be required of future construction contractors.

Client Name: Orange County Transportation Authority

Ms. Tisopoulos assisted Orange County Transportation Authority (OCTA) from 2013-1018 with the contract for On-Going Air Quality Planning and Monitoring. This project involved attending all SCAG Transportation Conformity Working Group (TCWG) meetings as well attending SCAQMD Air Quality Management Plan (AQMP) meetings, Governing Board meetings, legislative committee meetings, CARB Rulemaking Hearings, CARB Board Meetings and other relevant agency meetings whose policies are of critical interest to OCTA.

Ms. Tisopoulos prepared a matrix of air quality control measures and proposed environmental regulations including those to reduce hazardous air pollutants (HAPs). Specific additional project assignments included preparing emission calculations for all criteria pollutants and greenhouse gas emissions from a fleet of diesel buses vs. CNG vs. electric buses and the associated cost-effectiveness of each scenario. ECS created an interactive spreadsheet for OCTA staff which allows the user to plug in actual bus data to determine return on investment projections.

ATTACHMENT B



JOHN C. FREYTAG, P.E., INCE Bd. Cert.
FREYTAG & ASSOCIATES LLC

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City of Alameda
ATTN: Jen Ott, Alameda City Manager
2263 Santa Clara Avenue
Alameda, CA 94501
e: manager@alamedaca.gov

13 October 2023

Subject: Noise Assessment Review of Draft Environmental Impact Report:
Oakland International Airport Modernization and Development Project

Dear Mrs. Ott,

This letter provides a review of the noise sections of the "OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT, Draft Environmental Impact Report" (the DEIR). While the document presents detailed forecasts and technical information, it is inadequate in several regards:

- Lacks coordination with the FAA and Airport management,
- Uses dated forecasts and misses an important noise study,
- Denies induced air traffic growth and attendant increase in noise exposure to Airport neighbors;
- Inadequately assesses the effects of aircraft noise on Airport neighbors, and

Coordination

The Port of Oakland as the lead agency would be helped by serving the demands of the National Environmental Policy Act (NEPA) on which the FAA bases compliance as guardian of airport grants. The DEIR appears to lack coordination with the FAA, Regional Airport District Office (ADO).

As a mitigation measure, coordination and correspondence between the Airport and the surrounding communities is important. The Port of Oakland, as the OAK manager, has responsibility for noise mitigation. However, no such responsibility or mention of coordination is found in the DEIR.

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Forecasts

The DEIR omits an updated OAK Noise Study, 14 CFR, Part 150, which would have shown noise contours and help establish land use for the affected cities adjacent to the Airport. The entire eastern shoreline is affected by traffic on the main air-carrier RWY 12/30.

In DEIR Appendix I, Noise Model Inputs, a November 2021 HMMH Technical Memorandum describes how and why certain modeling tools and processes were used to comply with CEQA and NEPA requirements. HMMH used forecasts from another OAK vendor to track data from the OAK's ANOMS (noise tracking and reporting) system. These forecasts were used for the AEDT (FAA airport noise and air quality computer model) track projections of impacts on land in near vicinity (6 NM), and for DEIR

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Figures 2-20. Since the ANOMS data was for calendar year 2019, the forecasts are dated and questionable.

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The HMMH Memorandum states, “The set of flight tracks reflects existing operations following RNAV departures and some Required Navigational Performance (RNP) arrival procedures”. This is incorrect. The backbones show how radar vectoring of OAK traffic is done, placing noise and air quality impacts on other adjacent, west cities, across the Bay.

Expanded hours of operational impacts, 0100 – 0200, have plagued San Francisco for years and are noted in Chapter 6, Forecast Methodology, Assumptions and Results. This chapter also notes that the backbone of their analysis was operational data (current and forecast) from Southwest Airlines (WN). While Southwest is the major operational carrier in the Bay regional airports, they are very flexible in route and market changes, and are therefore speculative for future forecasting. The Terminal Area Forecast (TAF) is the FAA standard used as a basis for planning and budgeting for airport improvements. These data were also updated in July 2023, though results are speculative. FY 2021 was the most current of any TAF data.

Forecast noise exposure values and contours are the product of air traffic volume forecasts and predicted noise emissions of individual aircraft types. Forecasts assume reduced future noise emissions from the retirement of older noisier aircraft with newer quieter aircraft. For the past several decades there has been a constant noise reduction in newer aircraft from quieter turbofan aircraft engines resulting from larger diameter drive fans. The larger fans produce more power, use less fuel, and are quieter due to the higher bypass ratio. However, this consistent noise reduction may be reaching a limit due to the physical size limitation in mounting turbofan engines to the airframe. This limitation led to the unfortunate modifications of the Boeing 737 MAX aircraft.

Growth Inducing Impact

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The Executive Summary expresses the theme throughout the EIR, “The OAK aviation activity projected in these forecasts would occur regardless of whether the Proposed Project is implemented.” This is directly contradicted in the opening sentence to “5.3 GROWTH-INDUCING IMPACTS”, “This section discusses the ways in which the Proposed Project could foster economic or population growth. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth.” It is not clear how the DEIR would foster economic growth solely by terminal expansion and renovation without increased aircraft activity. The modernization project is specifically designed to promote increased passenger and freight aircraft travel to and from OAK.

Supplemental Metrics

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All noise assessments throughout the DEIR, except sleep interference, are solely in terms of the Community Noise Equivalent Level metric (CNEL) with noise effects taken from the 1978 Environmental Protection Agency “Levels Document”. This is surprising in that the firm preparing all noise sections of the DEIR, HMMH Inc., also authored the landmark 447-page document for the FAA, “Analysis of the Neighborhood Environmental Survey, January 2021”. The HMMH report produced an updated and nationally representative assessment of civil aircraft noise-dose response, updating more than 40 years of prior assumptions. The primary result of the analysis is that noise annoyance in terms of CNEL (or the very similar DNL) is substantially greater than that used in the various dated criteria cited in the DEIR. HMMH has also been instrumental in recommending supplemental noise metrics (i.e., beyond CNEL and DNL) to assess aircraft noise annoyance. The metrics typically used in planning documents at all government levels and in recent aircraft noise analyses are:

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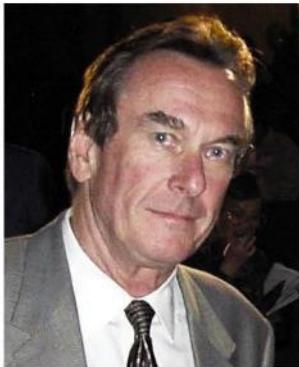
- Sound Exposure Level (SEL), a measure of duration and magnitude of a single noise event.
- Equivalent Sound Level (Leq), the average noise level over a specified period.
- Time Above (TA), the amount of time a single noise event exceeds a specified noise level.
- Number of Events (NA), the number of events above a specified noise level during a specified period.

These supplemental metrics should be used appropriately for the various noise impacts discussed. For instance, noise impact for schools should not be assessed in terms of the day/eve/night 24-hour average CNEL noise metric, but rather in terms of Leq over the school hours. Additionally, a TA descriptor would be helpful to determine the total amount of time that aircraft noise masks (i.e., drowns out) classroom speech. The noise effects on learning may also consider NA to determine the number of interruptions over a specified time.

It is unfortunate that sleep interference is not mentioned in the body of the DEIR, only in Appendix M. The assessment method, predicting relatively few awakenings, is novel and still under evaluation. The World Health Organization (WHO) states, “Nighttime noise levels above 55 dB result in increased risk of heart attacks; and levels above 45 dB result in increased risk of hypertension, and this can lead to hypertensive strokes and dementia.” Sleep interference is an important issue in damaging worker health and productivity, and should be addressed comprehensively in the body of the DEIR.

Yours truly,

John C. Freytag, PE, INCE Bd. Cert.
Freytag & Associates, LLC
 President

JOHN C. FREYTAG, P.E., FREYTAG & ASSOCIATES, LLC**Experience**

Freytag & Assoc., LLC, 2009-Present
HMMH, 2007-2009
C.M. Salter & Associates, 1986-2007
Bechtel Group, 1976-1986

Education

M.S., Engineering, Stanford University,
Palo Alto, CA, 1976
B.S.M.E., Arizona State University,
Tempe, AZ, 1972
Graduate Business Studies, Golden
Gate University, San Francisco, CA,
1980

Affiliations

Registered Professional Engineer, CA
Board Certified Member, Institute of
Noise Control Engineering, 1989-
present
Executive Member, Airport Consultants
Council, 1998-2007
American Institute of Architects, Affiliate
Member, 1988-2007
Editorial Advisory Board Member,
Airport Noise Report, 1999-2007
Senior Member, American Institute of
Aeronautics and Astronautics, 1995-
2007
Transportation Research Board,
Aviation Noise Subcommittee, 1994-
present
Member, Acoustical Society of America,
1985-present
Member, American Institute of Physics,
1985-present
American National Standards Institute
(ANSI), Standards Committee: Draft
ANSI S12.62, "Acoustics – Estimation of
outdoor sound propagation by
calculation", 2003-2007
Freytag & Associates, LLC is a
California Certified Disabled Veteran
Business Enterprise (DVBE)

Jack Freytag founded Freytag & Associates, LLC to provide expert consulting services in specific areas of acoustics using affiliated experts throughout the U.S. Previously he also managed the southern California office of Harris Miller Miller & Hanson. For HMMH he was responsible for sound insulation projects for Los Angeles International Airport and supports other ongoing sound insulation projects in southern California and around the country.

Mr. Freytag has over 25 years of experience as an acoustical consultant and noise expert. His background includes expert witness in both state and federal courts, management of more than 40 FAA-sponsored sound insulation projects, management of environmental and community noise assessments, aero-acoustic research for NASA, management of several hundred architectural acoustics design projects, engineering of large industrial facilities, digital signal processing, and project management and engineering management of high technology business ventures. He has been a licensed pilot since 1966.

As a Director at Charles M. Salter Associates, Inc. for 20 years, he has served as expert witness, and was program manager responsible for business development and project management for acoustical consulting projects in aviation. He managed noise studies for civil and military airport clients, cities and counties, noise-impacted residents, land use litigation cases, and crash hazard potential studies. He also acquired and managed the Audio Forensic Center, a wholly-owned subsidiary company specializing in de-noising (for dialog recovery), gunshot analyses and authentication of audio and video recordings. He has been an expert witness on cases involving audio recordings, environmental noise, and audibility. He has also been the acoustical expert for the Discovery Channel programs.

From 1976 to 1986 Mr. Freytag held a variety of positions at The Bechtel Group as noise control engineer, venture capital analyst, manager of a 62-member CAD organization, project engineer for a large synthetic fuel project in New Zealand, and executive assistant to the vice-president of Bechtel's 3,600-member petroleum division.

From 1974 to 1976 Mr. Freytag conducted experimental and theoretical aero-acoustics research at NASA-Ames Research Center for his graduate research work at Stanford University.

Representative Projects (with former employers)**Airport Projects**

- Managed noise mitigation studies for NextGen/Metroplex impact for the City of Palo Alto, the City of Sunnyvale, and the District of Columbia involving noise measurement, modeling, complaint and monitoring assessments, and noise mitigation recommendations. 2017.
- Longmont/Vance Brand Airport, CO – Citizens for Quiet Skies, et al. v. Mile-Hi Skydiving Center, expert witness for the defense. 2015.
- Other Airport sound insulation projects (40+). Project Manager responsible for technical design and sound insulation performance for 100,000+ homes impacted by airport noise at airports throughout the U.S. (1990-2009).

- Transportation Research Board, National Academies, ACRP Project 02-51, "Evaluating Methods for Determining Interior Noise Levels Used in Airport Sound Insulation Programs." 2015.
- Transportation Research Board, National Academies, author Chpt. 4, Acoustical Engineering, ACRP Report 89, "Guidelines for Airport Sound Insulation Programs".
- Minneapolis et. al. v Metropolitan Airports Commission, aircraft noise surveys and assessment leading to \$128M settlement for clients (the largest noise settlement in history).
- Alameda v. Oakland International Airport, noise assessment and report for the plaintiff against the Airport's environmental impact report. Freytag was cited favorably in the State Supreme Court decision. Oakland, CA.
- Computer noise modeling for Moffett Field Airport, CA; Boise Airport, ID; Mather Airfield, CA; Cuyahoga County Airport, OH; and Naval Air Station, Lemoore, CA.
- Chico Airport, CA, crash hazard potential study.
- City of Henderson, NV, evaluation of potential noise impact from Henderson Airport on proposed shopping center.
- Sacramento County, crash hazard potential study for proposed hospital site.

Client Quote or Project Highlight

Regarding the Discovery Channel 'Death of Diana' audio simulation of the crash in the Paris tunnel:
 "I expected this to work well, but not this well."

Television Programs

- Discovery Channel, Unsolved History:
 "The Boston Massacre" (2001)
 "Death of Princess Diana" (2003)
 "JFK – Beyond the Magic Bullet" (2005)

Representative Publications and Presentations

- Jack Freytag & Paul Schomer, *Minneapolis, et al vs. The Metropolitan Airports Commission*, ACOUSTICS TODAY, October 2009.
- J. C. Freytag and E. M. Reindel, *Noise Level Reduction Measurement Methods for Sound-Insulated Structures*, NOISE-CON 2008, Dearborn.
- J. C. Freytag and Paul D. Schomer, *Minneapolis et al. v Metropolitan Airports Commission*, N.O.I.S.E. Summer Conference, Dulles, VA.
- J. C. Freytag and E. M. Reindel, *Noise level reduction measurement methods for sound-insulated structures*, TRB Summer Meeting, Key West, FL.
- J. C. Freytag and Paul D. Schomer, *Assessing the relative noise contributions from independent time-varying sources*, Noise-Con 2007, Reno, NV.
- J. C. Freytag and Paul D. Schomer, *What is "Quietude" in an Urban Area?* INTER-NOISE 2007, Istanbul, Turkey.
- J. C. Freytag, D. R. Begault and C. A. Peltier, *The Acoustics of Gunfire*, INTER-NOISE 2006, Honolulu, HI.
- J. C. Freytag, *Noise Insulation Performance of Buildings near Airports: Measurement Issues and Perspectives*, NOISE-CON 2004, Baltimore.
- J. C. Freytag, *Retrofit Sound Insulation: The Morning After*, INTER-NOISE 2002, Dearborn, MI.
- J. C. Freytag, *The Airport Noise Paradox: DNL Drops While Problem Grows*, Noise-Con 2001, Portland, ME.
- J. C. Freytag (co-author), *ACOUSTICS: Architecture, Engineering, the Environment*. (1998, William Stout Publisher).



DENNIS HUGHES

HUGHES AV ASSOCIATES

10 Alicante, Coto de Caza, CA 92679-4149 | 949.636.4677 |

Consultant Summary

Possesses extensive experience in providing in excess of forty years of focused insight pertaining to:

- Air Traffic Operations / Procedures
- Airport Operations
- Aviation
- Environmental (EA, EIS) / Noise Issues (part 150 Study)

Dennis is a pro-active professional with diverse experience and responsibilities encompassing information technology, statistical analysis, finance, legal and airport operations. Skilled in assessing requirements, determining priorities, implementing course of action and making adjustments for peak efficiency. Maintains a record of achievement, dependability and integrity.

Key Strengths Include:

- Over 30 years of progressive responsibilities with the FAA.
- Specialist in Consulting for Cities, Counties, and communities.
- Strategically plans project directions with management systems that produce the most effective and efficient performance levels.

Employment History and Experience

PRESIDENT - HUGHES AV Associates, Inc. - Coto de Caza, CA

Dennis Hughes founded Hughes AV Associates, to provide expert and comprehensive consulting services to clients regarding a variety of aviation related issues, including airport expansion, noise abatement, air traffic procedures, operational improvements, capacity enhancement and environmental impacts. Individually assess each project and incorporate all factors including historical statistics, estimated projections, complex computer models as well as local and national laws. (2001 – Present)

Research Associate / Subject Matter Expert (SME), Freytag & Associates LLC – Airplane Noise (NextGen) Impacts for the District of Columbia (DC), Department of Energy & Environment, Grant: DCA Airplane Noise Assessment

Ramifications of the Washington DC Metroplex Project (OAPM) placed more low altitude arrival and departure flows of traffic over the District of Columbia. Additionally, the Ronald Reagan Washington National Airport (DCA) participated in a Federal Air Regulation (FAR) Part 150 study for airport Noise Compatibility Planning (NCP), completing the study in 2008, which further displaced departure tracks to the east. (2016- Present)

Research Associate / Subject Matter Expert (SME), Freytag & Associates LLC – Airplane Noise (NextGen) Impacts for the City of Sunnyvale, CA

Ramifications of the Nor Cal Metroplex Project (OAPM) placed more than four arrival and departure flows of traffic over the primary City. (2016 – Present)

DENNIS HUGHES
HUGHES AV ASSOCIATES

Accomplishments

Increased operational efficiency for Las Vegas McCarran International Airport resulting in user operational cost savings of more than \$6 million.

Successfully realigned airspace for Denver/Salt Lake/Albuquerque ARTCC's to alleviate undue air traffic restrictions. Increased operational functionality for major western states' airports through a comprehensive airspace design methodology that captured the inefficiencies throughout the system and capitalized on the available, but unused, capacity at the various air traffic control facilities. (1998 to 2001)

Clearance

SECRET

Reference available upon request

Research Associate / Subject Matter Expert (SME), Freytag & Associates LLC – Airplane Noise Assessment & Mitigation Project for the City of Palo Alto, CA

Ramifications of the Nor Cal Metroplex Project (OAPM) placed more than four arrival and departure flows of traffic over the primary City and adjacent noise sensitive residential areas. This concept appeared to be systemic throughout the "project study area."

Low-altitude RADAR vectoring increased due to inefficiencies associated with RNAV procedures and there operational aspects.

Historically the FAA has not considered any noise below a day-night average sound level (DNL) of 60 dB, to be of any impact.

However, in July 2015 the FAA revised its noise impact policy with FAA Order 1050.1F, "Environmental Impacts." This revision was possible from our examination of the National Offload Program (NOP) files received, familiarization and testing of the new FAA computer noise model, the Aviation Environmental Design Tool (AEDT).

Congressional, "Select Committee," meetings were formed and conducted over an eight month period. The Contract support to the Committee was as Subject Matter Expert, which was utilized contract support in order to support their efforts in understanding and correcting operational deficiencies relative to procedural impacts of the Nor Cal Metroplex Project (OAPM) NextGen procedural changes.

Several prototype alternatives were developed all within FAA criteria and compliance, FAA Order 7100.41, as to offer relief of noise impacts in the City and to promote change to an impacted residential environment.

At the completion of the project a comprehensive project report was prepared describing the project and presenting graphic outputs describing flight tracks, noise exposure and the changes in each over the two periods assessed in the study.

Sr. Operations Research Specialist, Advanced Management Technology. (AMT)

Contract services to the Federal Aviation Administration (FAA) providing support and technical assistance to Performance Based Navigation (PBN) / Required Navigation Performance (RNP) Program Office of the FAA in the development and implementation of the Area Navigation (RNAV) Standard Instrument Departure (SID), and RNAV Standard Terminal Arrival (STAR) in the Western Terminal Service Area. This also includes the development of RNAV T and Q Routings, and RNAV/RNP Global Positioning System (GPS) Instrument Approach Procedures (IAP's) in the National Airspace System (NAS) / Next Generation Air Transportation System (NextGen).

The Area Navigation (RNAV)/Required Navigation Performance (RNP) Group provides guidance for and expedites the development of performance-based navigation (PBN) criteria and standards and implements airspace and procedure improvements. Specifically, the RNAV/RNP Group collaborates with the U.S. and international aviation communities – government and industry – as a leader in developing PBN concepts, technical standards, operator requirements, and implementation processes to enhance safety, increase capacity, improve efficiency, and reduce the environmental impact of aviation. As a leader in developing PBN concepts, technical standards, operator requirements, and

DENNIS HUGHES
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implementation processes to enhance safety, increase capacity, improve efficiency, and reduce the environmental impact of aviation.

Regional area of responsibility included Southern California, Arizona and Hawaii. Projects completed include: Honolulu International Airport (HNL) / Hickam AFB, Kahului Airport (PHOGG), Kona International Airport (PHKQ), Hilo International Airport (PHTO), Los Angeles International Airport (KLAX), Santa Monica Municipal Airport (KSMO), Bob Hope Airport (KBUR), Van Nuys Airport (KVNY), Long Beach Airport (KLGB), Santa Ana / John Wayne- Orange County Airport (KSNA), San Diego International Airport (KSAN), McClellan-Palomar Airport (CRQ), Ontario International Airport (KONT), Phoenix Sky Harbor International Airport (KPHX), Phoenix - Mesa Gateway (KIWA).

Support of the aviation community – FAA and Industry – as PBN contract support for the PHOENIX SKY HARBOR AIRPORT (PHX) in developing procedures (STAR's /SID's), maintaining technical standards, operator requirements and implementation process to enhance safety, increase capacity, improve efficiency, and reduce the environmental impact of aviation. Additionally, reducing ATC workload, and producing an annual fuel cost saving of over \$150M, to the user's. (2008 – 2013)

MANAGER - FAA Western-Pacific Region Airspace Project Office - San Diego, CA

Performed overall management, training and supervision for all airspace. Spear headed projects within the FAA Western-Pacific Region. Served as a key liaison and mediator with officials from the airlines, Congressional representatives and cities/counties. Managed, all airspace and procedural interactions with other FAA regional offices

ASSISTANT AIR TRAFFIC MANAGER - Long Beach, CA

Managed air traffic operations in a tower facility, averaging 50 or more instrument operations per hour. Collaborated with FAA facilities, and civil/military organizations to negotiate, and/or coordinate work related changes affecting the facility. (1998)

AIR TRAFFIC MANAGER - Carlsbad, CA

Managed air traffic operations in excess of 250,000 per year. Provided air traffic oversight for airport certification. Implemented training courses for new air traffic personnel. Overhauled organizational procedures and facilitated problem solving expansion meetings. (1996 to 1998)

ASSISTANT MANAGER FOR QUALITY ASSURANCE - San Diego, CA

Established and maintained the Quality Assurance Program for the busiest terminal radar approach control facility in the world, Southern California TRACON. (1994 to 1996)

ATTACHMENT C

TRANSPORTATION PLANNING UNIT**City of Alameda**

To : Jennifer Ott, City Manager
 From: Allen Tai, Acting Planning, Building and Transportation Director
 Date: October 13, 2023
 RE: OAK Terminal Modernization Draft EIR Transportation Analysis Review

The City's Transportation Planning Unit (TPU) was asked to review the Transportation chapter of the OAK Terminal Modernization Draft Environment Impact Report (DEIR), including Appendix N, and provides the following comments:

1. Consistency with Adopted Plans. The transportation analysis does not reference or discuss consistency with any adopted City of Alameda transportation plans – Alameda 2040 General Plan Mobility Element (2021), Vision Zero Action Plan (2021), and Transportation Choices Plan (2018). CEQA requires the transportation analysis to document compliance with adopted programs, plans, ordinances or policies addressing the circulation systems, including transit, roadway, bicycle, and pedestrian facilities, affected by the Project. The Project proposes a new 2,000-space public parking lot facility, the Maitland Lot on Ron Cowan Parkway near Harbor Bay Parkway, within close proximity of Alameda city limits. The location of the parking lot is expected to generate vehicular traffic through local Alameda streets, to which the City of Alameda has adopted General Plan and various transportation plans and policies. However, discussion of consistency of these local plans are entirely missing from the DEIR. The proposed Maitland Parking Lot also raises questions about spillover effects to Alameda and heat-island effects not addressed in the DEIR. To the extent the Project generates climate-related impacts, the DEIR must address the Project's consistency with Alameda's Climate Action and Resiliency Plan (CARP).

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2. VMT Methodology. The Transportation Chapter's vehicle miles travelled (VMT) methodology is flawed because it focuses on comparing two derivatives (ratios) from the data rather than analyzing impacts from the actual increase in vehicles miles travelled. The chapter provides a VMT analysis based on a custom methodology that appears inadequate to identify the true magnitude of the transportation impacts from a doubling of passengers between 2019 and 2038. The analysis describes the same methodology used in at one other airport, which compares a ratio between anticipated daily VMT and enplanements (VMT per Enplanement). The analysis notes that a

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comparison of the ratio from the 2019 baseline and 2038 projection results in a decrease in this ratio over time and therefore dismisses the need for further analysis.

We find this methodology flawed because it is relying on a comparison of the ratio between VMT and enplanements. While the ratio decreases from 46.4 VMT/Enplanement in 2019 to 42.5 in 2038 (Table 3.13-15), the actual corresponding increase in enplanements would increase by 83% from 16,516 enplanements in 2019 to 30,273 in 2038. This increase corresponds with an overall increase in 515,335 vehicle miles travelled, or a 69% increase in VMT from 2019 numbers.

The DEIR's approach in comparing the ratios between two sets of numbers (enplanements and VMT) involves simply comparing the relationship or proportion between the numbers rather than analyzing the impact of their absolute values. So while the ratio between two numbers shows an overall decrease, the actual project VMT generation has increased by over half a million miles. This is not acknowledged in the DEIR.

Furthermore, even if we assume the comparison of VMT per Enplanement and daily VMT is valid methodology, no threshold of significance was applied toward evaluating the baseline and Project ratios. Given the doubling of passengers and enplanements over time, one would expect a need to establish a threshold for significance for a decrease in VMT per Enplanement that factors the magnitude of growth in the number of passengers. For example, LAX established a 10-15% threshold for a decrease in VMT per Enplanement given anticipated significant growth in enplanements over the project.

Finally, the DEIR inexplicably disregards this VMT methodology when analyzing the Project's cumulative transportation impacts. (DEIR, p. 5-20.) Despite acknowledging that Project construction and operation will coincide with several other nearby VMT-generating projects (DEIR, Table 5-1), the DEIR merely states that “[a] review of intersection vehicle operations at the seven signalized intersections located closest to OAK found that all intersections would operate at level of service (LOS) C or better with the Proposed Project for 2019 and 2028 conditions. In 2038, two intersections were found to operate at LOS E without the Proposed Project...All intersections would continue to operate at LOS E or better in 2038 with the Proposed Project indicating none would be over capacity.” (DEIR, p. 5-20.)

LOS, however, is no longer the standard for assessing transportation impacts, which the DEIR concedes. (DEIR, p. 3.13-1 [explaining that SB 743 eliminated LOS to measure traffic congestion as a basis for determining significant impacts].) The DEIR fails to explain why it used different thresholds of significance to analyze Project-level (VMT) and cumulative (LOS) transportation impacts. As a result, the City cannot adequately ascertain the degree to which the Project will cumulatively impact the City's surrounding streets and thoroughfares, thereby precluding informed decisionmaking.

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3. Transportation Demand Management (TDM). The DEIR fails to incorporate any discussion of the benefits of a TDM program on further reducing VMT. The lack of a comprehensive analysis or discussion regarding the benefits associated with a TDM program in terms of further reducing VMT is a major omission in the DEIR. It is imperative to address this omission and highlight the potential advantages that a TDM program could bring to the overall airport environment.

First and foremost, a TDM program is specifically designed to encourage alternative modes of transportation and reduce reliance on single-occupancy vehicles. By promoting options such as carpooling, vanpooling, public transit, cycling, and walking, a TDM program can effectively decrease the number of vehicles on the road, consequently minimizing traffic congestion and cutting down on greenhouse gas emissions. However, the DEIR fails to recognize and acknowledge the potential reduction in VMT that could be achieved through the implementation of such a program.

Furthermore, it is the City's experience that a well-executed TDM program can have several additional benefits. It can enhance accessibility to transportation options for underserved communities getting to and from the airport and contribute to improved air quality as fewer cars on the road mean reduced emissions from vehicle exhaust. These benefits should have been thoroughly examined and discussed within the DEIR to provide a comprehensive understanding of the potential benefits in reducing VMT and traffic impacts. The DEIR must at a minimum analyze how TDM program commonly included in other airport projects could be feasible mitigation measures to reduce VMT. The City further believes incorporating specific TDM measures such as rideshare, incentives and commuter benefits, parking pricing studies, and annual monitoring and reporting, etc. are effective measures at reducing VMT.

4. Safety. The DEIR contains no measures to improve or enhance traffic safety or to encourage transit use. Despite acknowledging various regional, county and local transportation policies on traffic safety for pedestrian and bicyclist and encouraging transit use, the DEIR contains no specific project measures to implement those goals other than to ensure that an existing sidewalk and bike path on John Glenn Drive is uninterrupted during construction. We see numerous opportunities to improve safety. These may include additional warning signage, flashing beacons, crosswalks, signage and striping along the cycle track on Ron Cowan Parkway, which can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

5. Maitland Lot. The Project proposes a new 2,075-space public parking lot facility, the Maitland lot, on Ron Cowan Parkway near Harbor Bay Parkway, within close proximity of Alameda city limits. The location of the parking lot is expected to generate vehicular traffic through local Alameda streets, to which the City of Alameda has adopted General Plan and various transportation plans and policies. The City believes the DEIR must be

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<p>revised to study in detail specific environmental issues including, but not limited to, the following:</p> <ul style="list-style-type: none"> a. Ingress/Egress: The configuration of the Maitland lot implies a single point of ingress/egress from Ron Cowan Parkway, which presents a major concern for traffic congestion at the point of access. The DEIR must study the impact of a 2,000-space lot at this location and its impact on nearby roadways and intersections, including intersection turning movements, signal warrants, and overall impacts to roadway operation, emergency access and safety. 	73
<ul style="list-style-type: none"> b. Design Measures: The analysis for this parking lot should include evaluation of project measures that include visual indication from signage and road design features and as driveway/lane widths, landscaping, street furniture, and other design elements to ensure ingress and egress is safe. 	74
<ul style="list-style-type: none"> c. Air Quality: Increased vehicular traffic to and from the parking lot can lead to increased carbon emissions and air pollution. This can contribute to local air quality concerns and contribute to climate change. 	75
<ul style="list-style-type: none"> d. Noise pollution: Large parking lots can generate significant noise pollution, especially during peak airport traffic times. This can impact nearby residents and wildlife. 	76
<ul style="list-style-type: none"> e. Light pollution: Satellite parking lots often require lighting for safety and security purposes. Excessive lighting can lead to light pollution, disrupting natural wildlife behavior and interfering with astronomical observations. 	77
<ul style="list-style-type: none"> f. Heat island effect: Paved surfaces in parking lots can absorb and retain heat, contributing to the urban heat island effect. This can increase ambient temperatures in the area and impact local microclimates. One of the eight goals in Alameda's CARP is to reduce the heat island effect. The CARP identifies several strategies to mitigate the harmful effects of urban heat, including the planting of trees and incorporating a variety of construction and green infrastructure solutions to minimize overall heat gain. The DEIR does not address any of these possible mitigation strategies. 	78
<ul style="list-style-type: none"> g. Public transportation integration: The DEIR is silent on the integration of existing transportation systems, such as buses, shuttles, or rail services, to and from the airport. These measures must be analyzed to evaluate their effectiveness in reducing private vehicle usage. 	79
<p>6. <u>Construction Traffic.</u> The DEIR must describe and analyze the impacts of construction traffic on Alameda roadways, including by identifying foreseeable haul routes. For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, may require the use of local and regional Alameda roadways and right-of-way permits from the City of</p>	80

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Alameda. The DEIR must identify all the reasonably foreseeable direct and indirect construction related impacts and mitigate significant impacts to the extent feasible. Requiring truck trips to be scheduled during off-peak commute periods, for example, should be considered to mitigate the significant air quality impacts of the Project. The DEIR is inadequate as proposed.

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If you have any questions, please contact Allen Tai at atai@alamedaca.gov or 510-747-6888. Please also provide me with all future public notices issued for the Project, including by email.

Sincerely,

/ S /

Allen Tai, AICP

ATTACHMENT D

PUBLIC COMMENT LETTERS RECEIVED BY THE CITY OF ALAMEDA

:
:

From: "James Johnston (mail)" <mail@codenest.com>
Date: October 4, 2023 at 12:43:37 AM CDT
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>, City Clerk <CLERK@alamedaca.gov>
Subject: [EXTERNAL] Public comment related to airport expansion

Hi,

Under the bar below is a longer version of the public comment I gave verbally the evening of Oct 3, 2023 regarding agenda item 7-A, the airport expansion.

I did not have time to fully make it personal as to why the climate change aspects matter to me. The last two paragraphs below from my planned verbal comments explain a personal anecdote: we were literally chased by a wildfire on a backpacking trip a couple weeks ago in a *rainforest* that's seen only half the precipitation that it normally gets. This is only the latest event. Numerous other locations we have backpacked and hiked in the last few years have also since been destroyed by fire. *This is not normal, and it's partially attributable to climate change!!!*

And the very survivability of the City of Alameda is at stake. Maybe we won't suffer a wildfire here on the island. But, will we accelerate the drowning of the city underwater just for the short-term gain of a few extra cheap airplane flights? The experts seem to keep saying that the impacts of climate change is accelerating faster than even some of their worst model estimations. We're slowly committing collective social suicide of this community, which will ultimately be destroyed by the ocean – and the process will happen even faster if this airport is expanded.

We can have our cake and eat it too: we can travel more, and still save the climate. Electric trains are the answer. Funding for airport expansions should instead be directed to expanding rail infrastructure and service. Wasn't that the selling point of high speed rail back in 2008? Spend money building rail instead of airport and interstate expansions? So why are we expanding the airport? We don't have to live in the stone age – we can learn to travel sustainably.

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I can only attribute the lack of a railroad option to either (generously) ignorance by port leaders and consultants in a country where we've seemingly forgotten that passenger railroad service is still a technology that exists, or at worst, *outright malice by an agency and industry that wants to selfishly expand its own aviation interests at the expense of what makes sense from a broader public common sense perspective.*

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While full buildout of CA HSR is many years away, we can still make passenger capacity improvements in the interim:

1. **Add additional Amtrak service beyond the limited but popular services that already exist.** This could be done immediately on the existing routes by adding additional daily trains. Segments of this service can be gradually transitioned to high-speed rail, which is what the CA HSR business plan proposes, and is also how it works in other countries upgrading existing routes to HSR. As new segments of HSR are built, travel time on existing Amtrak routes will be improved by utilizing HSR. I personally regularly travel on Amtrak to Los Angeles, and almost without exception every train seems to be completely filled and sold out.
2. **Accelerate the build-out of CA HSR by allocating additional funding to it, and see what other trade-offs we can make to accelerate the construction of the existing segments: make it a priority!** China built a whole high speed rail network with thousands of miles during the decades of time we've been dithering on a single rail line in California.
 1. Streetsblog recently held a panel discussion with Boris Lipkin, the Northern California Regional Director of the California High-Speed Rail Authority, and Eric Eidlin, Station Planning Manager for the City of San Jose, on the subject of what it would take to *completely build CA HSR in the next 5 years.* <https://cal.streetsblog.org/2023/08/18/can-californias-high-speed-rail-be-built-faster> --- the short of it is that it's purely a set of political decisions and priorities that is dragging this out. We simply need to demand that our leaders make it a priority.

This whole rail alternative is what is completely missing from the EIR. They considered outlandish options like relocating the airport or building a new airport elsewhere in the region, but the word "train" or "rail" doesn't appear anywhere in the EIR!!! I guess because the real customer base of the Port of Oakland – airlines and fossil fuel companies -- would lose a lot of business to that option, so they conveniently ignore it?

Best regards,

James Johnston

Hi, my name is James Johnston and I live in Alameda near South Shore. There are a couple of points to this letter that I'd like to see added:

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First, California is building High Speed Rail. We also have existing Amtrak service that could be expanded. This is an alternative that is completely ignored by the EIR. 90% of the flights departing Oakland go to destinations that are currently served by Amtrak! And 46% of them go to destinations that will be served by California High Speed Rail and Brightline West, electrically powered by renewable energy. That means that high speed rail will be equivalent in capacity to building this airport expansion. So we don't need to expand!! You can read a detailed analysis of this on the Stop OAK coalition website. But the EIR does not mention high-speed rail even once! Even though the Port of Oakland is not involved with building high speed rail, common sense says that we can't ignore it.

Instead of adding a flight to Los Angeles, let's add another Amtrak train. They sell out regularly as it is.

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The second problem is that the EIR totally ignores and does not count the emissions of aircraft at cruising altitude, and considers it to be out of scope. It only looks at emissions during taxi, takeoff, and landing. Yet, common sense says that cruising is where the vast majority of emissions will occur! The EIR says they don't have control over the aircraft emissions and they are unavoidable. Really?!? THEY CAN CHOOSE NOT TO EXPAND. That's how they could control it. But by saying the air traffic will grow at the same rate by NOT expanding - an obvious lie that defies common sense - they can then use this LIE to say that "expansion won't affect growth of greenhouse gasses" and then reach their pre-ordained pro-airplane conclusion. THAT IS ABSURD!

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I am a renter here in Alameda, and family sometimes asks me: have you ever thought about buying in Alameda? Yes, I have, but I have a lot of concerns about it. I ask them: do you like playing musical chairs? Because anyone owning oceanfront property right now is playing musical chairs with the property values, and property owners are ultimately going to lose when the property goes underwater, literally. Plus, I love this city and would really hate to see it suffer from sea level rise.

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I just got back last week from a 2 week trip backpacking in Olympic National Park. We were literally chased by a wildfire that I found out later came within a quarter mile of our campsite from an earlier night. Firefighters actually flew in by helicopter to ask us to help them close a trail - the very trail we just hiked in on. Other locations in Big Basin and Sequoia National Park and Lassen National Park that we backpacked and hiked in have also burned. It feels like EVERYWHERE WE GO IS EVENTUALLY BURNED. HELP US STOP THE CLIMATE CARNAGE!!

From: Donna Cala <calafamily@comcast.net>
Sent: Wednesday, October 4, 2023 8:31 AM
To: Marilyn Ezzy Ashcraft; Tony Daysog; Trish Spencer; Tracy Jensen; Malia Vella
Subject: [EXTERNAL] Delay feedback date on airport expansion

As a Bay Farm resident constantly shutting my windows and doors to quiet airport traffic noise, I ask that you do all you can to ask to extend the deadline past 10/16 to respond with technical info and concerns.

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Unless you already know that the expansion will not change the quality of life for Alamedans and our wildlife, including noise pollution and fuel pollution, this seems the only reasonable approach.

Thank you,
Donna Cala

Sent from my iPhone

From: Jason G. Su <jasonsu@berkeley.edu>
Sent: Thursday, October 5, 2023 1:14 AM
To: City Clerk <CLERK@alamedaca.gov>; lily HO <lilyhe1973@gmail.com>
Subject: [EXTERNAL] Fwd: OAK Expansion + air pollution exposure

Dear Alameda City Clerk,

Below, you'll find the notes I've previously shared with fellow residents regarding our concerns about the environmental impact assessment report for the Oakland Airport Expansion Project.

Best,
Jason

----- Forwarded message -----

From: Jason G. Su <jasonsu@berkeley.edu>
Date: Thu, Oct 5, 2023 at 1:03 AM
Subject: Re: OAK Expansion + air pollution exposure
To: Ariella Granett <Ariella@stopoakexpansion.org>
Cc: Paul English <paulengl@gmail.com>, Scott Hochberg <shochberg@biologicaldiversity.org>, Heather MacLeod <hmactutor@gmail.com>, David Foecke <davidfoecke@gmail.com>, Lin Griffith <lin@stopoakexpansion.org>

Thanks Paul for your introduction. I appreciate your active engagement regarding the Oakland Airport expansion project. I'm fully committed to working together with you to effectively convey our shared concerns to relevant organizations. Below, you'll find the notes I'd like to share with you:

The environmental impact report has raised significant concerns regarding its assessment of air pollution's impact on residents living in the City of Alameda, especially those residing in Bay Farm. The report relies on data from two regulatory air quality monitoring stations for Nitrogen Oxides (NOx) air pollution: the San Leandro station (located at International Blvd) and the Oakland Lake Merritt station (near I-880). These stations are situated at distances of 4.4 kilometers and 9.0 kilometers, respectively, from the Airport North Field, which raises questions about their representativeness of the actual impact of air traffic.

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The issue here is that NOx pollution tends to have a localized impact, with significant effects occurring within a radius of less than 500 meters. The data from these monitoring stations predominantly reflect the effects of local roadway traffic, failing to capture the potential impacts of air traffic. To put it in perspective, a typical Airbus A321 aircraft can produce NOx concentrations exceeding 100 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), equivalent to over 50 parts per billion (ppb). In contrast, roadway NOx levels in the San Francisco Bay region typically remain below 30 ppb. While these levels may seem low, scientific studies, including research from UC Berkeley, suggest that even NOx concentrations below 10 ppb can have adverse health effects.

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To demonstrate a genuine commitment to addressing the health impacts of air pollution from air traffic, the Oakland Airport authorities could consider installing air quality monitoring stations on the roofs of Bay Farm Elementary School buildings. These buildings are directly beneath the flight path of departing aircraft from North Field and could provide long-term evidence of the airport's compliance with air pollution regulations.

Moreover, air traffic emissions extend beyond NOx. They also include greenhouse gases like carbon dioxide (CO₂), which contribute significantly to global warming. Additionally, air traffic emits particulate matter, sulfur dioxide, volatile organic compounds, and hazardous air pollutants, all of which have well-documented health implications. The impact of these air pollutants should be included in the environmental impact assessment report.

Another pressing concern is the noise generated by airplanes, particularly during takeoff. The World Health Organization (WHO) recommends an average nocturnal noise level of LAeq,outside 55 decibels as an interim goal when achieving the recommended guideline value of 40 decibels is not feasible in the short term. However, Airbus A321 aircraft generate noise levels ranging from 60-65 decibels (dBA) before takeoff, 80-85 dBA during flight, and 75-80 dBA during landing. During takeoff, noise levels can peak at a disturbing 140 decibels, far exceeding WHO recommendations. Residents' accounts of sleep disruption and discomfort during periods of heavy air traffic are a sobering reminder of the real-life consequences.

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In light of these legitimate concerns and the potential harm to both the environment and public health, it is crucial that the OAK airport expansion project undergoes a comprehensive reevaluation and an in-depth review of its environmental impact report. Disregarding these concerns could have lasting and detrimental effects on our community and the environment, and it is incumbent upon us to address them earnestly and responsibly.

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Jason G. Su, PhD

Full Researcher & Principal Investigator
School of Public Health
2121 Berkeley Way West, Room 5302
University of California, Berkeley
Berkeley, California 94720-7360

On Wed, Oct 4, 2023 at 1:16 PM Ariella Granett <Ariella@stopoakexpansion.org> wrote:

Thanks Paul! Hi Jason please meet Scott Hochberg attorney at Center For Biological Diversity. He is working on legal DEIR comments and may have some technical questions to ask in the next week about air pollution exposure.

Thanks!
Ariella
510-883-3642

Ariella Granett, Steering Committee Member/ Stop OAK Expansion Coalition

More flights=>more pollution, more noise, more global warming. Sign the [Petition](#) to stop the Oakland Airport Expansion www.stopOAKexpansion.org

On Wed, Oct 4, 2023, 12:49 PM Paul English <paulengl@gmail.com> wrote:

Hi Ariella, all:

I would like to introduce you to Dr. Jason Su, who is a colleague at UC Berkeley and is an air pollution exposure expert (cc'd). Jason lives on Bay Farm Island and spoke at the Alameda City Council meeting last nite. Jason has some good insights on the air quality part of the dEIR. Jason, would you be able to forward us your comments which you made last nite? Areilla, Jason would be good and is willing to plug into the Stop oak airport exp effort.

The meeting last nite was well attended; about 20 people signed up to speak. Most of the speakers were those from Bay Farm Island, with very strong concerns about noise even under current situations. Many speakers urged the council to write a stronger comment letter to the Port. The only person to speak in favor of the expansion was a rep from the Alameda business association. A realtor even spoke and said the expansion would really affect property values, which was not mentioned in the staff report/draft letter. Trish Spencer talked with me and Jason in the hallway and she said she wasn't impressed with the city staff as not taking the issue seriously enough. A Port representative called in also, and said that the Port was looking forward to working together with everyone, there will be sustainable aviation fuel, port is committed to zero emissions, blah, blah.

89

Paul

-----Original Message-----

From: Leah Liebler <leahliebler@gmail.com>
Sent: Sunday, October 8, 2023 9:45 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Oppose OAK expansion plan

I oppose the expansion of OAK as it will add more pollution over Alameda. What's going to be done to minimize noise and air pollution?

90



From: Meggie Kang <kang.megumi@gmail.com>
Sent: Saturday, October 7, 2023 10:26 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the Oakland Airport Expansion

October 7, 2023

Dear Alameda City Council Members and Staff,

As a 10-year Bay Farm resident and mother of three young children, I am extremely concerned about the Port of Oakland's plans for expansion. Bay Farm residents are the MOST at risk and affected by this proposal, although Main Island residents will most definitely feel the impacts as well. I listened in and participated at the City Council meeting on 10/3 and was very disappointed by the lack of substance and position in the City's draft response to the Port of Oakland. The City has had 90 days to prepare a detailed response and collect public feedback, and frankly, a one page 6-bullet point letter is unacceptable and lacks the dissent and opposition shared by the City's citizens at the meeting.

91

As you heard at the City Council meeting this week, the daily interruptions of airplane noise from the commercial jets on the larger, southern runway (that takes off over the Bay) are already disruptive to our daily lives. It's loud, makes you pause conversations until it passes, very consistent throughout the day with planes taking off every couple of minutes during peak hours (as tracked on planefinder.net), rattles the window panes of the house, and starts around 5am (with some occasional aircraft's taking off in the middle of the night) and lasts until after 10pm. You may be thinking that we signed up for this by buying a house near an airport and yes, some impacts are indeed expected. What we did not sign up for is 50% MORE air traffic, particularly from the North Field runway. This runway has aircrafts taking off directly over homes on Bay Farm Island (as they do during repairs of the South runway, which happens occasionally, most recently being a 4 day period in September). I

92

never would have bought a house here if that was the case - it would certainly not be a desirable neighborhood to live in.

92

Here are some additional comments and questions I am asking to be addressed:

- First and foremost, the City's response needs to include technical challenges and independent verification by technical experts to determine the impacts (direct and indirect) specifically on the LOCAL area (Bay Farm Island and Main Island of Alameda), not just for the broader East Bay area. For example, take noise and emission measurements for the neighborhoods CLOSEST to the runways instead of 5 miles away, take air pollution measurements that show concentrations not just emissions, complete an extensive health assessment, etc. I am certain that a more *accurate*, localized, technical report would make this project unable to meet FAA noise regulations.

93

- The City of Alameda has an agreement with the Port of Oakland to not exceed 70dB noise levels on Bay Farm Island yet these limits are exceeded on a regular basis. How is the City currently monitoring these noise levels on Bay Farm Island and who is holding the Port of Oakland accountable to these decades-old agreements? If we are already experiencing noise levels exceeding 70dB in neighborhoods closest to the runways, how does expanding the airport by 50% make any sense?

94

- More often than not, especially on non-breezy days, it is not uncommon for Bay Farm residents to smell jet fuel in the air. It is an unmistakable smell and concerns me for my children's health. Again, how is the City currently monitoring emissions from the airport (on Bay Farm Island) and who is holding the Port of Oakland accountable for exceeding these limits? More air traffic would mean more days of this!

95

- Recently, the City shared that it is planning to formally request that the San Francisco Entertainment Commission discontinue the Portola Music Festival next year or move it to an alternative venue due to significant noise impacts to Alameda residents. More air traffic as a result of an airport expansion, would be *significantly* worse on a daily basis than any 3-day music festival. While I appreciate the City's strong stance and action against the Portola Music Festival, I would hope that the City would take an even stronger stance against the airport expansion given the daily and frankly, far worse noise impacts to its residents.

96

- Financially speaking, imagine the total property value of all the homes on Bay Farm Island taking an estimated 20% hit due to this airport expansion - that would have a huge impact on the City's budget!

97

- Are we exploring ALL other options to mitigate the noise and air pollution concerns and are we holding the Port of Oakland to do their due diligence on this? For example, insisting commercial jets to use the North Field, changing the flight patterns like the airport already does on stormy days, etc. What about the future of electric aircrafts? Would the Port consider postponing the expansion to take place after electric aircrafts are more ubiquitous and noise and pollution impacts are negligible?

98

I urge you to represent us, the citizens of Alameda, by doing everything in your power to STRONGLY OPPOSE the Port of Oakland's airport expansion. As elected officials, whom many of us voted for, you have the power to change the outcome of this airport expansion. Demand the protection of ALL Alameda citizens, including those of us on Bay Farm Island. PLEASE take action as if this was going to impact your daily lives and your family's health and well-being. We are counting on you and trust that you will stand up for us!

99

Thank you for your time and I appreciate your close attention on this important issue.

Sincerely,
Meggie Kang

From: Mark Theiding <mark.theiding@gmail.com>
Sent: Sunday, October 8, 2023 9:39 PM
To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Manager Manager <MANAGER@alamedaca.gov>
Subject: [EXTERNAL] Extension re. Oakland Airport Expansion

Dear Jennifer Ott ,City Manager, Honorable Mayor Marilyn Ezzy Ashcraft,

The planned Oakland Airport Expansion will have significant impact on Alameda and as such requires careful planning. Please ensure that the Port is providing an extension to the 10/16 deadline so that the city can conduct a proper analysis of the project. Getting the extension and completing a full review - and making project adjustments if needed - is critical to the well-being of all of us Alameda residents.

100

Thank you,

Mark Theiding
112 Avington Rd, Alameda, CA 94502
510.816.5273

-----Original Message-----

From: Fran Redstone <franredstone@yahoo.com>
Sent: Wednesday, October 4, 2023 10:23 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Airport expansion

Dear Council Members,

I attended the meeting last evening regarding the airport expansion. I agree that the council needs to write a stronger letter to the powers that be. Residents from Bay Farm Island are very upset with the prospect of the expansion impacting health and quality of life.

101

I do not live on Bay Farm Island but I too am quite concerned. I bought property in Alameda NOT on Bay Farm Island because my property was Quiet which was very important after living in NY. This expansion will affect me, my family, and my neighbors due to pollution, noise, and other environmental issues.

Please, get the City of Oakland to reconsider this expansion by examining the studies of the impact of long term noise and pollution. In addition, include a strong statement regarding changing and enforcing flight paths so communities are not impacted negatively.

Thank you for your service to the community.

Fran Folkman
18 Redondo Ct.

From: Darlene Yaplee <darlene.yaplee@gmail.com>
Sent: Wednesday, October 4, 2023 10:05 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Cc: Darlene E. Yaplee <darlene.yaplee@gmail.com>
Subject: [EXTERNAL] Protect Alameda from noise and health hazards of OAK Airport Expansion

Dear Alameda Council Members,

I am concerned that Oakland airport is planning to add 16 gates to accommodate more flights. Air travel is the most polluting way to travel, and adding these gates will increase noise & health hazards as it speeds global warming. Please protect our community, our health, and the planet. I urge the Port of Oakland to refuse to certify this Draft EIR and halt this harmful Project. The FAA is performing a review of its Civil Aviation Noise Policy. Any environmental evaluation must be updated to reflect updates to the FAA's policy. It must be applied retroactively given the FAA's Neighborhood Environmental Survey showed more people are highly annoyed at every noise level than previously based on the Schultz curve. Or the environmental review must be postponed to apply the future noise policy.

102

Darlene Yaplee

From: Matt&Kitty <mattandkitty@gmail.com>
Sent: Monday, October 9, 2023 2:43 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition for Oakland Airport Expansion

To the Attention of Port of Oakland and City of Alameda,

I am a deeply concerned resident and homeowner in Alameda, who strongly opposes the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

103

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

104

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

105

I request that the Port of Oakland explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

106

Please extend the October 16 deadline until proper diligence has been done to mitigate immediate and long-term health risks, as well as proper and thorough communication has been made available to all.

107

Sincerely,
Katherine Aquino-Esparrago



From: Amy Wong <amywong119@gmail.com>
Sent: Monday, October 9, 2023 12:40 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Oppose expansion of Oakland Airport

To Whom It May Concern:

My family and I strongly oppose the expansion of Oakland Airport. It would enormously impact the health of young and old, especially with the increase of asthma and respiratory illness in children. My son has asthma and the impact in air pollution will greatly impact him and the children in the community!

108

WHO:

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

WHAT:

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

109

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains underexamined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultraparticles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those

110

measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

110

We are asking that:

- The Port of Oakland and the City of Alameda conduct technical, *localized* studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
- The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)
- The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.

111

112

WHEN:

NOW is the time to act because the public review period for the Draft Environmental Impact Report (DEIR) ends on Monday, October 16th at 5PM PST.

Amy Wong & Anthony Lau
180 Ratto Rd
Alameda CA 94502

-----Original Message-----

From: Nina Tang <ntang1218@gmail.com>
Sent: Tuesday, October 10, 2023 7:38 AM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. 113

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 114

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 115

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. 116

This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. 116

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. 117

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. 118

Sincerely,

Nina Fok-Tang
22 Ratto Rd
Alameda, CA 94502

-----Original Message-----

From: Danny Lam <dlamcpa@aol.com>
Sent: Tuesday, October 10, 2023 8:56 AM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK Airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. 119

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 120

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 121

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. 122

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

123

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

124

Sincerely,

Danny Lam
22 Ratto Rd
Alameda, CA 94502



From: Erin Ellinwood <erin.ellinwood@gmail.com>
Sent: Tuesday, October 10, 2023 11:44 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>; TermDev@portoakland.com
Subject: [EXTERNAL] Urgent Action Needed: Addressing Critical Concerns on Oakland Airport Expansion

To the Port of Oakland and the City of Alameda,

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

Key Concerns:

- **Increased Noise and Air Pollution:** Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB. 125
- **Health and Environmental Risks:** Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic. 126

Immediate Requests:

- **Comprehensive Local Studies:** Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR. 127

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|---|-----|
| • Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns. | 128 |
| • Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens. | 129 |
| • Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks. | 130 |

Your earnest attention to these pressing issues is anticipated and much appreciated.

Sincerely,

Erin Ellinwood

7 Wellfleet
Alameda, CA 94502

From: Felicia <river96025@aol.com>
Sent: Tuesday, October 10, 2023 3:06 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Please do not let Oakland airport expand

Mayor Ashcraft and Council members:

Please do not let Oakland airport expand. Thank you ALL for your tireless help. 131

Sincerely,

Dr. and Mrs. David Jalen

From: Joanne Wong <joanne Wong27@gmail.com>
Sent: Tuesday, October 10, 2023 2:13 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Expansion of OAK

WHO:

132

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

WHAT:

133

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway *already* experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains underexamined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultraparticles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

134

We are asking that:

135

- The Port of Oakland and the City of Alameda conduct technical, *localized* studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼

<p>mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.</p> <ul style="list-style-type: none"> • The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.) • The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens. 	135 136 137
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WHEN:

NOW is the time to act because the public review period for the Draft Environmental Impact Report (DEIR) ends on Monday, October 16th at 5PM PST.

Best,
Joanne

From: Jana Hunt <janamhunt@gmail.com>
Sent: Tuesday, October 10, 2023 12:31 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

Subject: Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.138 Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.139 I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16140

deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

140

Sincerely,

Jana Henderson
1076 Foster Street
Alameda, CA 94502

Jana H. Consulting, LLC

janamhunt.com

[schedule a session now](#)

(510) 332-4273

From: Greg Mastrangelo <gr_mastrangelo@yahoo.com>
Sent: Tuesday, October 10, 2023 3:39 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Cc: Linda Mastrangelo <linda_mastrangelo@yahoo.com>; Christina Mastrangelo <cmdevine32@gmail.com>
Subject: [EXTERNAL] Opposition to the Oakland airport expansion

To the Attention of the Port of Oakland and City of Alameda,
I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of
Oakland Airport. This project will
greatly impact residents and schools in its vicinity.
Impact summary:

141

New terminal with 65% more boarding gates
84% more passengers
15% more passengers per plane (larger gates)
60% more airline passenger flights
38% increase in cargo tonnage
20% increase in cargo plane flights

The above would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

142

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation

143

emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

143

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

144

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion.

145

The current response is disappointingly neutral and lacks the strong dissent of their citizens.

146

147

Sincerely,

Greg Mastrangelo
133 Sea Bridge Ct., Alameda, Ca 94502

Cell 650-438-9973

REDACTED

REDACTED

From: Melissa <melissafine@gmail.com>
Sent: Tuesday, October 10, 2023 3:53 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Oakland Airport Expansion

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution, of course, are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

148

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains under examined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultraparticles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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We are asking that:

- The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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- The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

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- The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Sincerely,
Melissa Anderson
Bay Farm Resident

From: Theresa Tan <tanresa@gmail.com>
Sent: Wednesday, October 11, 2023 10:20 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda, I share many concerns with my Alameda neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly and negatively impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I request that the Port of Oakland explores all other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.).

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I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response lacks the strong dissent of their citizens. Please do NOT approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. Sincerely,

Theresa Tan
 915 Shorepoint Court
 Alameda CA 94501



From: msackerman@gmail.com <msackerman@gmail.com>
Sent: Tuesday, October 10, 2023 10:15 PM
To: Manager Manager <MANAGER@alamedaca.gov>
Subject: [EXTERNAL] In Opposition of Oct 16 Deadline/Airport Expansion

Dear Jennifer Ott, City Manager,

I am very, very concerned about this huge projected Oakland Airport Expansion.

Thank you for asking the Port for an extension to the Oct 16th deadline, but if they resist or say no, it is imperative that you insist.

The City needs more time to have adequate research done. The potential impact to health, safety, and property values is extremely concerning. The current impact when the airport uses the North Field creates deafening noise, disturbs sleep, impacts children, and impacts even pets. Remote work & conversations were continually interrupted during the recent extended use of that runway between Sept 22-25, that included commercial jet take offs. This was very eye opening as to the potential impact as my sleep was disturbed both early in the morning by 6am and past midnight, my heart was racing every time the jets flew over, which at some points was every ten minutes, and I had to stop conversation even with the windows closed because it was too loud to continue them until the jet completely passed by. My dog was shaking for those four days & most recently had diarrhea due to stress from the Fleet Week Blue Angels flyovers.

158

We must have independent airport experts represent the City and its residents, especially for those of us on Bay Farm who will be directly impacted. We are often not even remembered as a part of Alameda and should also have representation on the City Council, but that is another matter. I did find it interesting that at the city council meeting,

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once it was noted as to the potential impact to the Main Island, with flight patterns that would go over the West End, that more attention was paid & those facts in particular were noted in the Mayor's and Council's comments.

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We need you to protect ALL your Alameda residents.

Thank you,

Natalie Ackerman

Sent from my iPhone

From: Sandy & Loy <loymd@aol.com>
Sent: Tuesday, October 10, 2023 10:04 PM
To: Finance <Finance@alamedaca.gov>
Subject: [EXTERNAL] Fwd: Oakland Airport Expansion

Sent: 10/10/2023 4:52:38 PM Eastern Daylight Time
Subject: Oakland Airport Expansion

Dear Jennifer Ott, City Manager and Honorable Mayor Marilyn Ezzy Ashcraft,
We are writing to present our opposition To the Oakland Ports proposed plan for the Oakland
Airport Expansion.

We are out-of-state owners of a presently rented townhouse in Bay Farm. We have received daily
phone calls and emails from our tenants, particularly about the unacceptable constant noise. By
constant, it was described as being as early as 6 am and continuing until after midnight. Even their 2
dogs were noticeably distressed by this noise.

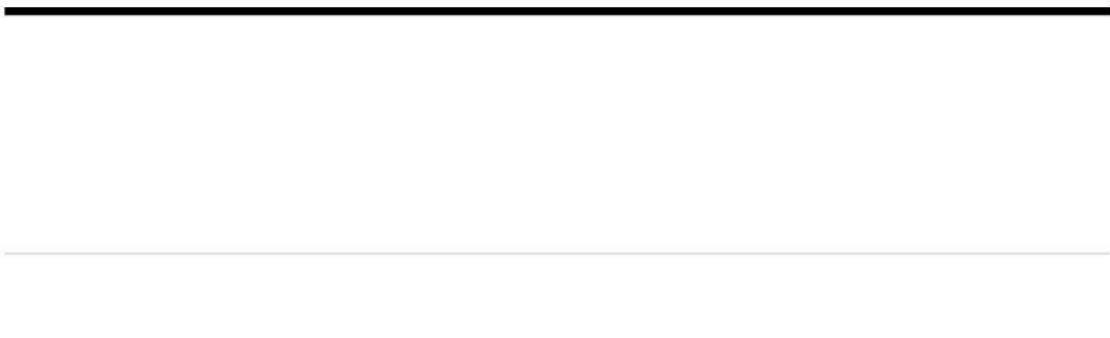
It is also outrageous to us that such a project could present an October 16 deadline for public
comments and further studies on the environmental impact affecting the City of Alameda.

We honestly feel that our property value will definitely be reduced, and Bay Farm will be a ghost
town if this project comes to fruition.

We hope you will persist in your efforts to protect the City of Alameda from this most significant
incursion into the lives of your residents.

Yours Truly, Sandra R. Galang and Cirilo F. Galang

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From: Kristen Pate <kristen.pate@gmail.com>
Sent: Wednesday, October 11, 2023 11:08 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>; TermDev@portoakland.com
Subject: [EXTERNAL] Urgent Action Needed: Addressing Critical Concerns on Oakland Airport Expansion

To the Port of Oakland and the City of Alameda,

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

Key Concerns:

- **Increased Noise and Air Pollution:** Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB. 161
- **Health and Environmental Risks:** Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic. 162

Immediate Requests:

- **Comprehensive Local Studies:** Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR. 163

• Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns.	164
• Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens.	165
• Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks.	166

Your earnest attention to these pressing issues is anticipated and much appreciated.

Sincerely,

Kristen Pate

From: Steve Barrett <stephen.n.barrett@gmail.com>
Sent: Wednesday, October 11, 2023 11:38 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>; TermDev@portoakland.com
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity. 167

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 168

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 169

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. 170

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the 171

the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

[172]

Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Sincerely,
Stephen Barrett
186 Ratto Road, Alameda

From: Phoebe Yu <pingyu30@hotmail.com>
Sent: Wednesday, October 11, 2023 3:35 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>; TermDev@portoakland.com
Subject: [EXTERNAL] Urgent Action Needed: Addressing Critical Concerns on Oakland Airport Expansion

To the Port of Oakland and the City of Alameda,

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

Key Concerns:

- **Increased Noise and Air Pollution:** Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB. 173
- **Health and Environmental Risks:** Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic. 174

Immediate Requests:

- **Comprehensive Local Studies:** Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR. 175
- **Exploration of Alternative Mitigations:** Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns. 176
- **Assertive Opposition from the City of Alameda:** I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens. 177
- **Extension of Deadline:** Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks. 178

Your earnest attention to these pressing issues is anticipated and much appreciated.

Sincerely,

Ping Yu
53 Killybegs Road, Alameda, CA 94502

From: SARAH-JANE MEASOR <siballet@earthlink.net>
Sent: Wednesday, October 11, 2023 1:30 AM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Cc: Sarah-Jane Measor <siballet@earthlink.net>; Michael Lowe <loweballet@yahoo.com>
Subject: [EXTERNAL] OAK Expansion

Opposition to the OAK airport expansion To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this

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expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Sincerely,

Sarah-Jane Measor and Michael Lowe

Residents and Property Owners in Alameda since 1964

Nancy McPeak

From: Allen Tai
Sent: Monday, October 16, 2023 7:45 AM
To: Nancy McPeak
Subject: FW: [EXTERNAL] Opposition to Oct 16th Deadline/Airport Expansion

From: Jennifer Ott
Sent: Wednesday, October 11, 2023 5:19 PM
To: Allen Tai <ATai@alamedaca.gov>; Celena Chen <cchen@alamedacityattorney.org>; Steven Buckley <sbuckley@alamedaca.gov>
Subject: FW: [EXTERNAL] Opposition to Oct 16th Deadline/Airport Expansion

From: msackerman@gmail.com <msackerman@gmail.com>
Sent: Tuesday, October 10, 2023 10:22 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to Oct 16th Deadline/Airport Expansion

Dear Honorable Mayor Marilyn Ezzy Ashcroft, Vice Mayor Tony Daysog & City Councilmember Tracy Jensen, Councilmember Trish Herrera Spencer, and Councilmember Malia Vella,

I am very, very concerned about this huge projected Oakland Airport Expansion.

Thank you for asking the Port for an extension to the Oct 16th deadline, but if they resist or say no, it is imperative that you insist. 184

The City needs more time to have adequate research done. The potential impact to health, safety, and property values is extremely concerning. The current impact when the airport uses the North Field creates deafening noise, disturbs sleep, impacts children, and impacts even pets. Remote work & conversations were continually interrupted during the recent extended use of that runway between Sept 22-25, that included commercial jet take offs. This was very eye opening as to the potential impact as my sleep was disturbed both early in the morning by 6am and past midnight, my heart was racing every time the jets flew over, which at some points was every ten minutes, and I had to stop conversation even with the windows closed because it was too loud to continue them until the jet completely passed by. My dog was shaking for those four days & most recently had diarrhea due to stress from the Fleet Week Blue Angels flyovers.

We must have independent airport experts represent the City and its residents, especially for those of us on Bay Farm who will be directly impacted. We are often not even remembered as a part of Alameda and should also have representation on the City Council, but that is another matter. I did find it interesting that at the city council meeting, once it was noted as to the potential impact to the Main Island, with flight patterns that would go over the West End, that more attention was paid & those facts in particular were noted in the Mayor's and Council's comments. 185

We need you to protect ALL your Alameda residents.

Thank you,
Natalie Ackerman

Sent from my iPhone

From: Julia Crick <jul0215@hotmail.com>
Sent: Tuesday, October 10, 2023 9:43 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

186

On a personal level, we moved to Bayfarm last year and purchased our house with the knowledge of the current flight patterns and the fact that our house is .8 miles from the end of the North runway. The private smaller jets that fly from that runway are a nuisance but manageable when it comes to sound and frequency (fact they do not fly early am or late at night and less often). During the recent weekend work on the South runway and commercial jets flew directly over our house, it was insanely loud, very frequent (every 5-10 mins) and a noticeable difference in quality of life both inside and outside the house. Our 3 year old was so affected by the loud take offs he refused to play outside or even go to the park nearby. Not only does this make living on BayFarm a negative experience for our family, the lasting effect of declined property values effect our future. Who will want to live here, how can Alameda support this plan.

187

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air

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quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

192

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Sincerely,
Julia Crick
BayFarm Alameda

From: Le Harper <smile4le@yahoo.com>
Sent: Tuesday, October 10, 2023 8:25 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. 194

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 195

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 196

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. 197

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. 198

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Sincerely,

Le Harper
15 Ferro Court
Alameda, CA 94502

From: Susan Shauf <susanshauf@outlook.com>
Sent: Wednesday, October 11, 2023 8:57 PM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda, I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. 200

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 201

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I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. 204

Sincerely,

Susan Shauf
1020 Verdermar Drive
Alameda, CA 94502
(480) 205-9037

From: Catherine Sherrer <cathysherrer80@gmail.com>
Sent: Thursday, October 12, 2023 12:28 PM
To: termdev@oaklandairport.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the Oakland Airport Expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a

208

stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. 208

Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. 209

Sincerely,
Catherine Sherrer
391 Channing Way, Alameda
510-882-2413

Sent from my iPhone

From: Sam Crick <samverick@gmail.com>
Date: October 12, 2023 at 6:53:42 PM PDT
To: TermDev@portoakland.com, CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. 210

On a personal level, we moved to Bayfarm last year and purchased our house with the knowledge of the current flight patterns and the fact that our house is .8 miles from the end of the North runway. The private smaller jets that fly from that runway are a nuisance but manageable when it comes to sound and frequency (they do not fly early am or late at night and less often). During the recent weekend work on the South runway and commercial jets flew directly over our house, it was insanely loud, very frequent (every 5-10 mins) and a noticeable difference in the quality of life both inside and outside the house. Our 3 year old was so affected by the loud take offs he refused to play outside or even go to the park nearby. Not only does this make living on BayFarm a negative experience for our family, the lasting effect of declined property values effect our future. Who will want to live here, how can Alameda support this plan. 211

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. 212

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 213

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay 214

Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

214

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

215

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

216

Sincerely,
Sam Crick

From: kathy stiles <kstls.prlst@gmail.com>
Date: October 12, 2023 at 7:37:15 PM PDT
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Protect Alameda from noise and health hazards of OAK Airport Expansion

Dear Alameda Council Members,

I am concerned that Oakland airport is planning to add 16 gates to accommodate more flights. Air travel is the most polluting way to travel, and adding these gates will increase noise & health hazards as it speeds global warming. Please protect our community, our health, and the planet and send the strongest possible letter, urging the Port of Oakland to refuse to certify this Draft EIR and halt this harmful Project.

217

Also it seems that the Draft EIR is being done "in-house", which I think is reasonable to assume will no doubt yield a favorable review. Not sure if this is standard procedure but it seems very wrong.

218

The redevelopment and expansion of the North Field nine years ago already doubled the number of runways available, essentially creating a second Airport!

219

Airplane traffic from the North Field currently consists of cargo planes, that now take off directly over the homes of the East End and Bay Farm, along with scores of daily and nightly commercial planes, many of which are commercial passenger planes, in addition to corporate and small plane traffic.

Quiet hours and flight path and height restrictions that were once part of Airport operating procedures are no longer adhered to or have been all together outright eliminated.

The noise from the North Field and the airplanes flying over the East End is beyond horrible! It goes on all day and practically all night, and it should have been deemed unacceptable eight years ago!

The Airport Expansion project I fear, will no doubt result in an large increase in the number of planes taking off from the North Field, and further add to the already nearly intolerable amount and level of noise along with the untold amount of poison being layered on every inch of our city!

220

More planes flying over the homes of the residents of Alameda and surrounding communities will not only have serious harmful effects on our health and the Earth's, but also greatly harms our overall quality of life.

I urge and plead to you to please do everything possible to reject and stop the OAK Airport Expansion project, to protect our city and our planet and children!

Thank you.

Kathy Stiles
Kstls.prlst@gmail.com

From: jiveale@gmail.com <jiveale@gmail.com>
Sent: Thursday, October 12, 2023 9:40 PM
To: termdev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

221

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

222

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

223

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

224

Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

225

Sincerely,

Jane & Gordon Veale
338 Sweet Road, Alameda, CA 94502

From: Arielle Crenshaw Gmail <arielleecrenshaw@gmail.com>
Sent: Friday, October 13, 2023 9:47 AM
To: TermDev@portoakland.com; CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity. 226

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. 227

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. 228

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, 229

change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

229

Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

230

Sincerely,

Arielle Crenshaw
3107 El Sereno
Alameda, CA 94502

From: Olli Blackburn <ollie@theblackburns.com>
Sent: Friday, October 13, 2023 2:55 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the City of Alameda Council,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. An increase of flights and increased usage of North Field directing aircraft over ALL of Alameda will mean louder, more frequent noise disturbances, jet fuel released directly over residents and schools, and increased climate change with sea level impacts on all of Alameda. Neighborhoods closest to South Field already experience an average sound level greater than the FAA regulated 65dB from flights departing Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts, including: climate change, environmental/wildlife concerns, and increased vehicle traffic.

- | | |
|---|-----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming | 232 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 233 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 234 |
| 4. It's too much noise. More Flights = More noise. | 235 |
| 5. Sea level rise threatens shoreline development. More Flights == More Sea Level Rise | 236 |
| 6. We need to shift towards climate-just transportation. | 237 |
| 7. Many airports modernize their facilities without expansion. Modernize the existing facilities and operate within the existing footprint. | 238 |

I have requested that the Port of Oakland explores ALL potential options to mitigate noise, air pollution, and climate impacts (require all jets to use the North Field runway, change existing flight patterns, modernize the existing facilities and operate within the existing footprint, etc). I do not believe the Draft Environmental Impact Report for this project adequately addresses the concerns I raise. The final EIR must include comprehensive assessment of air and noise pollution, assessment and mitigation of immediate and long-term health risks, impact on climate change, and fair presentation of alternative options, including modernizing the existing facility.

I am now requesting the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of our citizens.

Sincerely,
Olli Blackburn
343 Sweet Road, Alameda

From: Michelle Blackburn <michelle@theblackburns.com>
Sent: Saturday, October 14, 2023 9:49 AM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Re: Opposition to the OAK airport expansion

To the Attention of the City of Alameda Council,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. An increase of flights and increased usage of North Field directing aircraft over ALL of Alameda will mean louder, more frequent noise disturbances, jet fuel released directly over residents and schools, and increased climate change with sea level impacts on all of Alameda. Neighborhoods closest to South Field already experience an average sound level greater than the FAA regulated 65dB from flights departing Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts, including: climate change, environmental/wildlife concerns, and increased vehicle traffic.

241

1. We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights = More noise.
5. Sea level rise threatens shoreline development. More Flights == More Sea Level Rise
6. We need to shift towards climate-just transportation.
7. Many airports modernize their facilities without expansion. Modernize the existing facilities and operate within the existing footprint.

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I have requested that the Port of Oakland explores ALL potential options to mitigate noise, air pollution, and climate impacts (require all jets to use the North Field runway, change existing flight patterns, modernize the existing facilities and operate within the existing footprint, etc). I do not believe the Draft Environmental Impact Report for this project adequately addresses the concerns I raise. The final EIR must include comprehensive assessment of air and noise pollution, assessment and mitigation of immediate and long-term health risks, impact on climate change, and fair presentation of alternative options, including modernizing the existing facility.

249

I am now requesting the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of our citizens.

250

Sincerely,
Michelle Blackburn
343 Sweet Road, Alameda

From: Jesse Kang <kang.jesse@gmail.com>
Date: October 13, 2023 at 9:42:41 PM PDT
To: TermDev@portoakland.com, CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools.	251
Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for	252
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more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.] I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. [Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. Sincerely, Jesse Kang

253

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255

From: Fu Xiya <seeyafu@hotmail.com>
Date: October 15, 2023 at 8:09:34 PM PDT
To: TermDev@portoakland.com, CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to Oakland Airport Expansion

Dear Members of the Alameda City Council,

I am writing to express my deep concerns regarding the proposed expansion of the Oakland Airport and its potential adverse effects on the quality of life for residents in our community. As a concerned citizen, I urge you to consider the following issues:

- | | |
|--|-----|
| 1. Increased Noise Disturbance: <ul style="list-style-type: none">The proposed 50% expansion of the Oakland Airport is likely to lead to a significant increase in aircraft movements, resulting in elevated noise levels in our neighborhoods.Noise pollution can have serious health implications, including sleep disturbances, stress, and a decreased quality of life for residents living near the flight paths. | 256 |
| 2. Deteriorating Air Quality: <ul style="list-style-type: none">The expansion would also mean a substantial increase in air traffic, leading to higher emissions of jet fuel chemicals and pollutants.Residents already observe visible layers of black and grey particles on tree leaves, indicating potential air quality degradation.The long-term inhalation of these pollutants poses severe health hazards, especially for vulnerable populations. | 257 |
| 3. Lack of Environmental Monitoring: <ul style="list-style-type: none">The Port of Oakland's Draft Environmental Impact Report has not adequately addressed the | 258 |

<p>concerns related to noise and air quality monitoring within Alameda.</p> <ul style="list-style-type: none"> • We urge the city council to ensure that proper technical monitoring is conducted before any expansion plans proceed. <p>4. Health and Safety Concerns:</p> <ul style="list-style-type: none"> • The health and safety of our community members, especially children and the elderly, are at risk due to the increased exposure to noise and air pollution. • The expansion may result in higher rates of respiratory illnesses and other health issues, which could strain our healthcare system. 	258
<p>In light of these concerns, I respectfully request that the Alameda City Council take immediate action to address the potential negative impacts of the Oakland Airport expansion on our community. We urge you to consider alternative solutions that prioritize the well-being of Alameda residents.</p>	259
<p>We are asking that:</p> <ul style="list-style-type: none"> - The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. - The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.) - The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens. 	260
<p>Xiya Fu Resident of Bay Farm, Alameda</p> <p>Sent from my iPhone</p>	261
<p>Sent from my iPhone</p>	262
<p>Sent from my iPhone</p>	263

From: Lily Chen <lilychenla@gmail.com>
Date: October 15, 2023 at 7:58:58 PM PDT
To: TermDev@portoakland.com, CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to Oakland Airport Expansion

Dear Members of the Alameda City Council,

I am writing to express my deep concerns regarding the proposed expansion of the Oakland Airport and its potential adverse effects on the quality of life for residents in our community. As a concerned citizen, I urge you to consider the following issues:

1. Increased Noise Disturbance:	264
<ul style="list-style-type: none">• The proposed 50% expansion of the Oakland Airport is likely to lead to a significant increase in aircraft movements, resulting in elevated noise levels in our neighborhoods.• Noise pollution can have serious health implications, including sleep disturbances, stress, and a decreased quality of life for residents living near the flight paths.	
2. Deteriorating Air Quality:	265
<ul style="list-style-type: none">• The expansion would also mean a substantial increase in air traffic, leading to higher emissions of jet fuel chemicals and pollutants.• Residents already observe visible layers of black and grey particles on tree leaves, indicating potential air quality degradation.• The long-term inhalation of these pollutants poses severe health hazards, especially for vulnerable populations.	
3. Lack of Environmental Monitoring:	266
<ul style="list-style-type: none">• The Port of Oakland's Draft Environmental Impact Report has not adequately addressed the concerns related to noise and air quality monitoring within Alameda.• We urge the city council to ensure that proper technical monitoring is conducted before any expansion plans proceed.	

4. Health and Safety Concerns:

- The health and safety of our community members, especially children and the elderly, are at risk due to the increased exposure to noise and air pollution.
- The expansion may result in higher rates of respiratory illnesses and other health issues, which could strain our healthcare system.

267

In light of these concerns, I respectfully request that the Alameda City Council take immediate action to address the potential negative impacts of the Oakland Airport expansion on our community. We urge you to consider alternative solutions that prioritize the well-being of Alameda residents.

268

We are asking that:

- The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
- The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)
- The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.

269

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271

Lily Chen
Alameda, CA 94502

From: shin yi tsai <shinyi510@gmail.com>
Date: October 15, 2023 at 4:14:13 PM PDT
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>, Manager Manager <MANAGER@alamedaca.gov>, TermDev@portoakland.com
Subject: [EXTERNAL] Opposition to the OAK airport expansion

To the Port of Oakland and City of Alameda,

This letter is respectfully submitted as commentary on the DEIR. I have been an Alameda Bay Farm resident for the past 10+ years and am writing to express strong opposition to the proposed expansion of the Oakland airport. This project will negatively impact the health, mental health and homes of residents as well as local wildlife.

272

I'm very concerned that the airport expansion will increase the number and frequency of flights using the North Field runway, including small aircrafts and large jets. No guarantee or mandate is being offered that this will be prevented. What would result would include louder, more frequent noise disturbances and jet fuel released directly over Alameda homes and schools.

273

Just recently from September 22, 2023, through Monday, September 25, 2023, as part of the Taxiway W Rehabilitation Project, I and my neighbors endured over 400 airplanes departing from and arriving to the North Field runway, and it was incredibly stressful and intolerable. My home actually shook from the booming noises; my sleep was disrupted; I couldn't leave windows open; and I wasn't able to work from home. I was forced to leave my home for periods of the day just to escape the noise. I'm very concerned that this will become the norm if the Oakland airport succeeds in its expansion plan.

274

Neighbors living closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from airplanes departing from the Oakland airport. Noise and air pollution are of greatest concern, but there are many other impacts like decreased property values, environmental and wildlife concerns and increased vehicle traffic.

275

According to a New York Times article published on June 9, 2023, titled “Noise Could Take Years Off Your Life. Here’s How.”, there’s a growing body of research that shows that chronic noise, including from aircrafts, increases the risks of hypertension, stroke and heart attacks.

276

Furthermore, here is a paragraph from an article published in Spring 2022 of the Harvard Medicine magazine (<https://magazine.hms.harvard.edu/articles/noise-and-health>):

Research shows “that noise pollution not only drives hearing loss, tinnitus, and hypersensitivity to sound, but can cause or exacerbate cardiovascular disease; type 2 diabetes; sleep disturbances; stress; mental health and cognition problems, including memory impairment and attention deficits; childhood learning delays; and low birth weight. Scientists are investigating other possible links, including to dementia.”

A growing number of studies also indicate that animals, similar to humans, are stressed and negatively impacted by noisy environments. These results are examined in a synthesis of two decades of research documenting the effects of noise on wildlife by Shannon et al, published June 26, 2015, (<https://onlinelibrary.wiley.com/doi/abs/10.1111/brv.12207>). Alameda is known for hosting a wide variety of birds and other wildlife on Bay Farm and the main island, such as at the Elsie Roemer Bird Sanctuary. These birds include Peregrine Falcons, Osprey, Double-Crested Cormorants, Brown Pelicans, Great Blue Herons, Egrets and Harbor Seals and even American Bald Eagles. I request that the Port of Oakland and the City of Alameda conduct studies on the current impacts on local birds and other wildlife of ongoing noise pollution generated by the Oakland airport.

I also request that the Port of Oakland and the City of Alameda conduct studies on the current health and mental health impacts of noise pollution generated by the Oakland airport for Alameda residents of all ages, and offer projections of future risks that the airport expansion poses. Can the Port of Oakland guarantee that the proposed expansion will not lead to greater harm to the health and mental health of Alameda residents? What efforts will the Port of Oakland make to prevent greater risk of such harm? I request that the Port of Oakland provide information and recommendations on ways to prevent future negative impacts on the health and mental health of residents.

277

I’m also asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm at 1/4 mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most affected by this expansion.

278

Lastly, I’m concerned that the airport expansion will lead to more vehicle traffic on Bay Farm and the main island, especially if the Port of Oakland predicts an increase in the number of passengers accessing the airport. I request that the Port of Oakland and the City of Alameda conduct studies on how current traffic patterns will change due to the expansion and what efforts will be made to prevent or minimize vehicle congestion and accidents between cars, bicycles and pedestrians.

279

It would be greatly appreciated if the City of Alameda could take a stronger stance in opposition to the expansion. Bay Farm residents in particular already suffer from daily noise and air pollution, and we look to you for help in safeguarding our health, mental health and homes.

280

Thank you for taking the time to consider my comments. I look forward to your response.

Sincerely,
Shin Yi Tsai

October 14, 2023

To: Port of Oakland Environmental Programs and Planning Division

The DEIR is inadequate:

I want to point out two major deficiencies. The first concern is noise pollution. During the period starting on 9/22/2023 through 9/25/2023, I had airliner after airliner taking off directly over my home on Mecartney Road in the Garden Isle Home Owners' Association. I could not hold a conversation, either in person or on my phone, because of the noise. I also could not work nor enjoy music or television. That was my personal experience.

281

If you want scientific evidence, there is a sound monitoring microphone located at the Garden Isle Clubhouse at 1060 Melrose Ave. This information should be acquired during your investigation. This could be a preview of the future if these planes are allowed to use the North Field. Commercial aircraft should not be allowed to overfly residential areas during departures or arrivals.

The second concern is air pollution. The air monitoring sites referenced in the draft are not relevant. They are too far away. A site is needed on Bay Farm Island, adjacent to the airport, which would provide much more accurate data measuring airplane generated air pollution. My personal experience is that I can see the soot and smell the odor caused by jet exhaust. It's time to get the scientific data now before further jeopardizing our health and safety. The Oakland Terminal Modernization and Development Project should not be allowed to proceed until these issues are resolved.

282

Respectfully,

Neil Wilson
President, Garden Isle Home Owners' Association
510-521-9202

From: Donna Fletcher <ohprimadonna@gmail.com>
Sent: Saturday, October 14, 2023 10:25 AM
To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jennifer Ott <jott@alamedaca.gov>
Cc: Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; Tracy Jensen <tjensen@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Lara Weisiger <lweisiger@alamedaca.gov>
Subject: [EXTERNAL] Importance of Extension to comment on Draft EIR for Airport Expansion

Dear Mayor Ashcraft and City Manager Ott,

Thank you for your quick action to request an additional extension for Alameda residents to comment on the Oakland Airport's Draft EIR following the significant community concern evident at the October 3 City Council Meeting.

283

In addition to the City's official October 4 written request, I urge staff, our mayor, and council members to work strategically behind the scenes to leverage relationships with their counterparts at the Port in order to secure the extension.

My primary concern in the EIR process is our City's current *lack of technical expertise to adequately respond* to the Draft EIR. It is essential that Alameda have the benefit of independent technical experts who can provide us with the full scope of the expansion's impacts on our community. Without this expertise, we are at an extreme disadvantage to act in the long-term best interests of Alameda, its citizens, its resources, and its future.

284

As Tony Daysog emphatically summarized at the October 3 City Council meeting: "**The airport expansion is the biggest thing ever to hit Alameda. We need you to protect your Alameda residents.**"

285

Thank you for all you can do to protect us at this crucial point in Alameda's history.

Sincerely,
Donna Toutjian Fletcher
112 Centre Court
Alameda

From: Cathy Leong
To: TermDev@portoakland.com
Cc: Marilyn Ezzy Ashcraft; Tony Daysog; Trish Spencer; Tracy Jensen; Malia Vella; Lara Weisiger
Subject: [EXTERNAL] Oakland Airport - Port of Oakland Proposed Terminal Expansion Response
Date: Saturday, October 14, 2023 6:44:26 PM

<p>I share many concerns with my fellow Alameda neighbors who strongly oppose the proposed expansion of Oakland Airport.</p> <p>This proposed project of 900,000 square feet of new terminal space will most certainly have profound negative impacts on the quality of life for all residents and schools in our community. The Port's DEIR is inadequate and greatly flawed with regards to the true impacts of adding to this airport, creating a great deal of concern about exactly what the Port has in mind.</p> <p>The Port's DIER specifically states the following: (I note only a couple of points but there is much more to be concerned with)</p> <ul style="list-style-type: none"> - "The majority of ROG and NOX emissions result from aircraft operations, which the Port does not have the authority to regulate". With all due respect, the Port does have the authority to regulate by not building this new terminal, therefore eliminating the need for additional flights. - "No significant impact but adding the new terminal". How is this possible? with up to 24million + additional passengers projected, all the vehicle trips to OAK, the additional airline trips, etc. The noise pollution, the air pollution alone is beyond significant. <p>In my lay terms and from my personal experience living close to OAK, I share that with an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Alameda's Bay Farm Island and Alameda's Main Island, would mean louder, more frequent noise disturbances as well as jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values negatively impacting the tax income of Alameda County, the City of Alameda and the State of California, severe environmental and wildlife concerns, as well as increased vehicular traffic & pollution.</p> <p>Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.</p> <p>I am asking that the Port of Oakland conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurately estimated noise and air pollution impacts on the residents most impacted by this expansion.</p> <p>Emission calculations are not included in technical appendices nor elsewhere for we, the public, to review. There is no explanation as to how construction criteria pollutants, operational criteria pollutants, GHG and toxic air contaminant (TAC) emission calculations were derived. No backup documentation, equipment assumptions, aircraft assumptions, inputs, emission factors or methodology is included; thereby rendering meaningful third-party review impossible. As a result, the DIER document fails to adequately disclose to the public, potential impacts associated with air pollution exposure as required by CEQA.</p> <p>I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.).</p> <p>In addition to the aforementioned concerns, the Bay Area News Group article from October 13, 2023 states the Oakland Airport is suffering from a decline in the number of air travelers it handled for each of the last 3 months when compared to the same months in 2022, down 10.1% in August 2023, down 7.1% in July and down 5.8% in June. This weakening trend (down 15% from 2019). This expansion comes at a</p>	286
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time that the world is urging fewer flights as to lessen impact on our global existence. Emissions from aviation are a significant contributor to climate change. Non-CO2 climate impacts mean aviation accounts for 3.5% of global warming. Aviation accounts for around 2.5% of global CO2 emissions, but its overall contribution to climate change is higher. This is because air travel does not only emit CO2: it affects the climate in a number of more complex ways. Aviation, i.e. air transport, accounts for about 12 percent of total transport emissions. Why go backwards, especially in "green" California?	293
Between this downward trend and given what we know about the Climate Crisis and the resulting threat sea level rise poses to our very community, no industry as dependent upon the consumption of fossil fuels as the air travel industry should be allowed to expand operations in our backyard and on our watch for the betterment of the global community. All in all, the Port has failed to explain the true impacts of this proposed development and show that proper due diligence has been done and the air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.	294
This is a tremendous concern as our community's lifestyle would be negatively impacted and permanently hindered with this expansion. Please do not approve the expansion proposal. Respectfully submitted, Catherine Leong, Alameda resident	295

From: Jason G. Su
To: Paul English; Sarah Henry; City Clerk; Ariella Granett
Subject: [EXTERNAL] Public Comment on Port of Oakland Modernization and Expansion.
Date: Monday, October 16, 2023 1:20:56 AM

Hi Paul and Ariella,

I will submit a public comment on the Oakland Airport Modernization and Expansion project. If you have any suggestions on the following writeup, please let me know at your earliest convenience.

Best,
 Jason

Response to "Human Health Risk Assessment Technical Report":

The report displays an unwavering bias in favor of the Oakland Airport's modernization and expansion project, to the point that it reads more like a promotional pamphlet than an objective, independent scientific assessment. True scientific reports should maintain a neutral stance while conducting human health risk assessments.

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It is perplexing to note that the report initiates by referencing human health risk thresholds before even conducting a proper risk assessment. This seemingly prejudicial approach immediately raises doubts about the objectivity of the report. Notably, BAAQMD is primarily an air quality management district, not a public health institute, and it lacks the authority to establish health risk thresholds. Any claims regarding the existence of such thresholds should be supported with credible scientific evidence, which, to my knowledge of 20 years of environmental health research, does not exist for cancer health risks attributable to air pollution.

Furthermore, the omission of respiratory risks arising from air toxics is a glaring oversight, as these factors are instrumental in gauging the true scale of the project's impact. The use of non-performance dispersion models also casts doubts on the reliability of the reported concentrations, as they can deviate significantly from actual measurements. Transparency in reporting the model's accuracy concerning ground measurements specifically attributable to airport operations is imperative.

The study's widespread receptors placed around the airport appear to dilute the true impact. A more meaningful analysis should define and assess the effects on vulnerable communities, which bear the greatest burden. The evaluation should focus on the impact of the project on these communities, rather than diluting the results with broader population data.

The method of comparing incremental human health risks to baseline (2019) is problematic. It disregards the dynamic impact of the project on human health. It is essential to report health risks annually and, if using incremental risks, to compare them with those from other sources like traffic and industrial emissions. Considering the significant overall reduction in air pollution levels across sectors in the last two decades, the project's incremental health risks should surpass those from other sources to justify its continuation.

Response to "Air Quality" Assessment:

The air quality assessment report heavily relies on data from regulatory air quality monitoring

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stations, with the nearest station, mistakenly labeled as "Oakland East" (should be "East Oakland"), located 4.4 km away from the North Field. The second station at Laney College is even further at 9.0 km, and the third station, erroneously labeled "Oakland West" (should be "West Oakland"), is over 10 km away. These monitoring stations' substantial distance from the airport raises doubts about their representativeness regarding the true impact of air traffic.

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Of particular concern is the fact that the data from these monitoring stations predominantly reflect the influence of local roadway traffic, failing to adequately capture the potential effects of air traffic. For instance, NOx pollution, which tends to have a localized impact, significantly affects areas within a radius of less than 500 meters. Given that NOx concentrations from aircraft can exceed 100 ug/m³ or over 50 ppb, while typical roadway NOx levels in the San Francisco Bay region remain below 30 ppb, it is clear that the measured NOx concentrations are more indicative of local road traffic than air traffic.

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To directly address the health impacts of air pollution from air traffic, the Port of Oakland should consider installing air quality and noise monitoring stations on the rooftops of Bay Farm Elementary School buildings. These structures lie directly beneath the flight path of North Field and such air quality and noise measurement stations would provide long-term evidence of the airport's compliance with air and noise pollution regulations and demonstrate a genuine commitment of the Port of Oakland to public health.

299

Jason G. Su, PhD

Full Researcher & Principal Investigator
 School of Public Health
 2121 Berkeley Way West, Room 5302
 University of California, Berkeley
 Berkeley, California 94720-7360

From: aokewin@aol.com
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Trish Spencer](#); [Tracy Jensen](#); [Tony Daysog](#)
Cc: [Lara Weisiger](#)
Subject: [EXTERNAL] City of Alameda Draft Response Letter To Port of Oakland
Date: Saturday, October 14, 2023 3:30:24 PM

Thank you for preparing a well drafted response letter (SCH# 2021050164 for October 16, 2023) on behalf of the citizens of Alameda. I am confident that it will draw the attention of the Port of Oakland officials.

300

Kevin M. Leong
48 Kara Road
Alameda, 94502

From: Stacey Alvarez
To: TermDev@portoakland.com; CityCouncil-List
Subject: [EXTERNAL] Opposition to the OAK airport expansion
Date: Tuesday, October 10, 2023 2:07:52 AM

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

301

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

302

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

303

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

305

Sincerely,

Stacey

Brown St.
 Bay Farm

From: Soni Obinger
To: [CityCouncil-List](#); TermDev@portoakland.com
Subject: [EXTERNAL] Urgent Action Needed: Addressing Critical Concerns on Oakland Airport Expansion
Date: Tuesday, October 10, 2023 1:16:14 PM

To the Port of Oakland and the City of Alameda,

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts. I have lived on Bay Farm since I was a child and I'm well aware of the airplane noise and air pollution. But as the years have passed, it has gotten worse and I worry about the pollution right above our houses.

Key Concerns:

- Increased Noise and Air Pollution: Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB. 306
- Health and Environmental Risks: Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic. 307

Immediate Requests:

- Comprehensive Local Studies: Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR. 308
- Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns. 309
- Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens. 310
- Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks. 311

Your earnest attention to these pressing issues is anticipated and much appreciated.

Sincerely,
Soni Obinger
1046 Mangrove Lane
Alameda, CA 94502

From: Hilary Menendez <hilary@themenendez.com>
Sent: Monday, October 16, 2023 12:23 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

<p>To the Attention of the Port of Oakland and City of Alameda, I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity.</p> <p>With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.</p> <p>Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.</p> <p>I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.</p> <p>I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.</p> <p>Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.</p>	312
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Sincerely,
Hilary Menendez
155 Asby Bay, Alameda, CA 94502

From: Nigel Menendez <nigel@themenendez.com>
Sent: Monday, October 16, 2023 12:18 PM
To: CityCouncil-List <CITYCOUNCIL-List@alamedaca.gov>
Subject: [EXTERNAL] Opposition to the OAK airport expansion

<p>To the Attention of the Port of Oakland and City of Alameda, I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity.</p> <p>With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.</p> <p>Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.</p> <p>I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.</p> <p>I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.</p> <p>Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.</p>	318
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Sincerely,

Nigel Menendez
155 Asby Bay,
Alameda
CA 94502

TO: PORT OF OAKLAND

RE: Comments on Draft Environmental Impact Report on the proposed Terminal Modernization and Development Project

DATE: October 16, 2023

I submit these comments on the Draft Environmental Impact Report (DEIR) for the proposed Terminal Modernization and Development (project) at the Metropolitan Oakland International Airport (OAK). As explained below and in the comments from the City of Alameda, experts and resident testimony, the DEIR does not achieve the required purpose to provide an accurate understanding of the feasibility and environmental impacts of the project and the potential alternatives. The deficiencies in the DEIR are so significant that my fellow Alameda residents and I are not able to assess the conditions that would be experienced if the project were constructed or determine the needed mitigations. I write solely as an Alameda resident as I have retired from government service.

1. The DEIR assumes that the level of operations will be the same during the daytime, evening, and nighttime hours. It is one thing to assert that the total number of flights and passengers (more on that later) would be the same with or without the project. It would be another thing to say there would be no impact on the time of day at which those flights would be distributed. Spreading the same number of flights throughout the day in a way that changes the number of evening or nighttime hours would affect CNEL levels. The No Project Alternative states that the MAP will be the same regardless of the construction of the project. There is no analysis of how going from the addition 12 MAP to 24 MAP will be accomplished. The DEIR needs to have that specified to have the environmental impact identified, evaluated and reviewed. This would have noise and other impacts. Page 2 of appendix D, table 1 contains a forecast of an additional 80,744 operations (landings and takeoffs combined).

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2. The DEIR assumes the same level of flights, with or without the project, but a change in passenger levels even though the DEIR references larger aircraft. If so, a change in fleet mix could potentially impact noise levels. In addition, additional passengers, but the same level of flights, would have additional traffic impacts, and associated air quality impacts.

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3. The planned or anticipated OAK projects need to be identified in the DEIR and then evaluated for cumulative impacts. Note that the Master Plan is to be redone in 2026 and the additional project and development at OAK would be in process for the Master Plan.

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4. The core assumption that the same flight levels will occur with or without the project is flawed:

- The DEIR states that OAK will grow to 17.6 MAP and 24.7 MAP with or without the Project and this is inaccurate. This core assumption is the basis for the analysis in the DEIR on environment impacts. As such, the analysis in the DEIR

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is consequently incorrect. This core assumption needs to be corrected and the analysis redone. As this is such a fundamental flaw, the DEIR needs to be redone and recirculated

- OAK never has met any of its projections in the past 20 years.
- The Port's assumption that the existing facilities will result in the same number of passenger increases is flawed. The historical and current levels of passengers do not justify a conclusion that the no project alternative will result in the same number of passengers as the DEIR. Once again, the project will have undisclosed growth inducing impacts and the Port's assumption is inaccurate. Passenger levels have not historically reached the forecast levels. Port's highest year was 2019 - 13.4 MAP.

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2006 Master Plan
 forecast Actual
 18 Map in 2010 9.5. MAP
 20 Map in 2012. 10. MAP

2022 DEIR.
 forecast
 17.6 Map in 2028
 24.7 Map in 2038

- The Ports conclusion that it will grow beyond the FAA model on OAK growth is inaccurate. The Port modified the FAA projection based on growth inducing information and conclusion.
- OAK is basing its growth on the business plan for SWA who wants to increase flights and make OAK a hub. The terminals and gates are growth inducing impacts

5. Assumptions in the DEIR are directly contradictory. They are faulty and flawed which makes the analysis based on them also faulty and flawed. These assumptions are the foundation of this DEIR. The following is a preliminary discussion of these assumptions, with further analysis needed by an airport planning expert.

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6. One main assumption that needs to be addressed is the Port statement in the No Project alternative that the number of projected passengers and demand can be accommodated by existing facility: "Without any development of a new terminal, the existing terminals, gates and aprons could accommodate the market-based demand but not be at industry-standard level of service."

This assumption is used to justify the conclusion that there are few negative impacts.

That assumption fails when you put it in context of the project: Current project contains development way beyond the existing facilities and way beyond the need for

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current and projected passengers. (150% increase in terminal, 50% increase in employee parking ,12% increase in public spaces, 16 new gates to 45 total).

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It is unsupportable to claim that this proposed project and the existing airport facilities have the same environmental effects.

It is unsupportable to claim that this project does not have growth inducing impacts. This project clearly has growth inducing impacts.

The Port then goes on to use the criteria of the need for market based demand to industry standards in the evaluation of alternatives. Once again circular logic as it has admitted that the existing facilities can accommodate market demand. So you are left with the reason to do this project is to improve facilities to industrial standards.

Each project alternative is evaluated on 4 objectives such as: 2.5.2 " objective 2: provide replacement and new terminal facilities that are sized to effectively accommodate the market based passenger demand at industry standard level of service and designed to improve the passenger experience. The Port effectively screened out any alternative that are not growth inducing by "improving the passenger experience",

7. Other assumptions in the DEIR must also be addressed such as: Objective 1: seismically unsafe alleged. With no particulars. How is it unsafe? What repairs could make it safe so that the alternative of terminal repair and remodel is an option

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8. Objective 4: need bigger gates to accommodate larger aircrafts is incorrect. Their own DEIR says that they can accommodate as is.

331

9. Each project alternative is evaluated on 4 objectives such as: 2.5.2 objective 2: provide replacement and new terminal facilities that are sized to effectively accommodate the market based passenger demand at industry standard level of service and designed to improve the passenger experience. This is used to state that other alternatives are not viable. The Port needs to further evaluate the use of hardstands. As there is no need for additional facilities or gates to accommodate passenger demand, then the only criteria is one that is also growth inducing. The Port admits that the airport can function to the proposed PAL 2 (They would need to use remote hard stands" to handle passenger load/offload). And coincidentally they want to develop the area where they currently have remote hardstands are located.

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10. There are an existing 29 gates and this project would increase that to 45 gates. Note that the project would build a terminal expansion that could accommodate many more undisclosed gates when you do math averaging. Under federal law they can be used to capacity. The additional number of gates that could be added from the 830,000 foot terminal addition and also the additional square feet added to terminal 1 and 2 remodel creates major landside facilities support. This is a growth inducing impact that needs to be analyzed in the DEIR.

333

Submitted by:
Carol Korade
9 Chatham Pt.
Alameda CA 94502
carolkorade@gmail.com
510.517.6143

----- Forwarded message -----

From: Jennifer Chambers <chambersj59@yahoo.com>
Date: Oct 15, 2023 4:01 PM
Subject: [EXTERNAL] Comments to Oakland Airport Expansion Draft Environmental Impact Report
To: "TermDev@portoakland.com" <termdev@portoakland.com>
Cc: Tracy Jensen <tjensen@alamedaca.gov>, Tony Daysog <TDaysog@alamedaca.gov>, Trish Spencer <tspencer@alamedaca.gov>, Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>, Malia Vella <MVella@alamedaca.gov>

Dear Ms. Liang,

I respectfully submit these comments in response to the Oakland Airport Expansion Draft Environmental Impact Report. I am a longtime resident of Bay Farm, Alameda. My home abuts Bay Edge Road.

I present the following comments:

(1) AIR QUALITY Figure 3.3-1 contains a visual depiction of the BBAQMD Monitoring Sites "Relative to Oakland International Airport." Unfortunately, these monitoring sites fail to measure air quality for Alameda residents who are in much closer proximity to the Airport than people located near the monitoring sites. Curiously, there appears to be no monitors placed within the city boundaries of Alameda. This omission is particularly critical for residents of Bay Farm, who live the closest to the airport. All data collected relating to air quality is therefore woefully inaccurate --both for purposes of establishing a baseline and for projecting adverse air quality impacts caused by this expansion. Without proper, relevant data the assumptions and conclusions are worthless and need to be disregarded.

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(2) NOISE IMPACTS The methodology used to calculate noise impacts fails to account for single event and night time noise. Using simply an average noise level over the course of an average day fails to take into consideration the true nature of aircraft noise as actually experienced by residents in the area. For example, routine maintenance in late September required the shifting of some air traffic from one runway to another. This caused an unrelenting barrage of earsplitting noise and vibrations. These episodes of extreme noise, however, would not be captured in the "average" analysis used by the Airport. Thus, projections of future noise impacts caused by the expansion are faulty since the underlying methodology is flawed and does not accurately measure the already substantial adverse effects.

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(3) The draft EIR makes the general statement that increases in Oakland Airport's air traffic (passenger, commercial and cargo) will occur irrespective of whether the expansion occurs. This nonchalant statement fails to account for the fact that an expanded airport will actively encourage a net increase in airport usage. With the effects of climate change obvious to all but the terminally ignorant, now is not the time to encourage the expansion of air travel-- particularly when there are far more greener transportation alternatives.

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There are many other obvious flaws in the Airport Expansion draft EIR. I therefore also refer to and incorporate by reference the comments submitted by the City of Alameda.

Thank you for your consideration.

Jennifer Chambers

Date: October 15, 2023
To: Jennifer Ott, City Manager
From: Michael Robles-Wong
Subject: Response and suggestion to the revised Comments to the DEIR Port of Oakland

Dear City Manager Ott,

Thank you and your staff for expanding the City Comments to the DEIR for the Port of Oakland's proposed expansion project. However, the lack of baseline data still results in a highly flawed if not purposefully skewed conclusion by the Port.

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This lack of scientifically obtained baseline data, the essential underlying criticism imbedded in sections II and III of your staff report, can be resolved by newly collecting and reviewing 12 months worth of noise, air pollution, light and traffic congestion data WITHIN the boundaries of Alameda. This would require installing a variety of monitors in Bayfarm as well as throughout the areas on the mainland where overflights from the north field will be expected.

To this end, the City of Alameda should in its comments submitted in response to the Port's Draft Environmental Impact Report, ask for the timeline to be extended another 18 months so that there is sufficient time to collect and analyze 12 months of such data after installation of previously referenced monitoring devices.

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Sincerely,

Michael Robles-Wong

OAK TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT DRAFT
ENVIRONMENTAL IMPACT COMMENTS October 15, 2023

Thank you for the opportunity to provide comments on this important and substantial project. As a resident of Harbor Bay Isle since September 1996, I have significant experiences related to my neighbor, the OAK Airport. I knew when I purchased my home that the airport was in the nearby vicinity, and I understood that there was an impact on my community at the time, and that that impact would increase over years. I did not, however, anticipate that those impacts would impact my health and well-being over the long term. My comments below are from a non-technical perspective, but they represent the “real impact” of living so close to the existing airport, and the anticipation of those negative impacts increasing significantly upon the construction of additional and expanded airport infrastructure.

Overall:

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I find the general narrative of the EIR to reflect a lack of responsibility. There is a consistent theme throughout the document that basically states: ‘we don’t regulate it, so we take no responsibility for it’. For example, regarding Air Quality Mitigation Measures, 3.3.3.3, the document states “The majority of ROG and NOx emissions result from aircraft operations, which the Port does not have the authority to regulate”. This sentiment of having no responsibility results in the EIR addressing Construction and Operation only from the perspective of building additional infrastructure, not from the perspective of total impacts resulting from the use of the proposed upgraded and additional infrastructure. Therefore, the EIR does not address the whole consequences of the project impact. Reference TABLE ES-2 SUMMARY OF ENVIRONMENTAL IMPACT LEVELS OF SIGNIFICANCE AND MITIGATION MEASURES.

Air Quality:

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Having lived and maintained a home in the Cantamar Homeowners Association for over 27 years, I can attest to the increased residue from aircraft. Like most Harbor Bay homes, I do not have air conditioning, and therefore keep at least one window open in good weather. I can wipe a thick level of black particles from my windowsill and fixtures every day. Additionally, I sweep my walk and driveway at least weekly, and the pile of black particles that accumulate are significant and astonishing! These black particles have increased significantly over the years and are mainly attributable to aircraft pollutants, not automobile or other tangible increases. These black particles are more than likely carcinogenic. The study focuses on on-sight airport workers exposure to harmful chemicals, however, I believe the level of pollutants residents, such as myself, experience do have a detrimental effect on more than just on-sight personnel. With the expected increase in airplane traffic, as projected in your study, the level of these pollutants will

only increase to an extremely unhealthy and dangerous level. The EIR supports my assumptions and conclusions when addressing air quality under 5.4.2, page 460, where it confirms "Even with implementation of any feasible mitigation measures, the Proposed Project would have a potentially cumulatively considerable impact related to criteria air pollutant emissions."

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Literally, as I write these comments, an aircraft departed and the exhaust from it entered my home through an open sliding glass door. The smell was so strong it was asphyxiating, forcing me to leave the room and turn on an air purifier, which ran for over 40 minutes to clear the air. This type of living condition could be eliminated with air conditioning, and by offering Harbor Bay residents air conditioning the Port could assist in mitigating this type of concern. As for mitigating the black particles, that must be in the jet fuel mixture which the Port should take responsibility for by moving to selling only green environmentally sustainable fuel mixtures. The Port should also inform those of us living in these conditions if the black particles are carcinogenic.

Noise:

Having moved into my current residence at the age of 37, I can attest that the noise levels from aircraft have significantly affected my hearing. Naturally with age, I realize hearing can degrade, however, the level of hearing loss I have experienced does not seem to be normal age-related hearing loss. With the current level of aircraft noise, you cannot hear normal conversations when outdoors and an aircraft departs. You cannot hear people who are within 3 feet of you, nor can you hear people on the telephone. When watching television, you must pause the program and wait for the aircraft to depart if you want to hear the dialog, or you must turn on the feature where the dialog is displayed on the TV. One of my neighbors, who has also lived here for 27 years, only watches TV in this fashion due to hearing degradation. This is not normal hearing loss. Normal conversations can generally be heard and understood from one room of a house to another, however, this innate human ability has been taken away from many of the residents of Harbor Bay Island due to loud and continuous aircraft noise.

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Regarding nighttime flights, they have also increased significantly over the last 27 years. For many years there were no more than 1 to 3 nighttime departures. These were all large cargo aircraft, generally from Fed Ex or UPS. These are the types of aircraft that literally lumber out of here and often sound and seem like they will not make it up due to their size and weight. Over time, the number of nighttime large aircraft has increased to no less than 5 to 13. These extremely heavy and large cargo aircraft do awaken me and my neighbors, and probably thousands of residents numerous times nightly. They have had an increased detrimental effect on my health and wellbeing. No one should be subject to repeated noise and vibration exposure and awakenings night after night – it equates to torture and is an effective torture tactic. It is from this very personal experience over the years that I took great exception to the study's conclusion and statement "Sleep disturbance from aircraft noise does not currently have a significance threshold but is reported in Appendix M of this Draft EIR for supplemental

information.” (3.1.1.1.3 page 316). Sleep disturbance from aircraft noise most certainly does have a significant threshold, and the study did not conduct its noise monitoring in locations or with methodology that would quantify this fact. The Port could assist with mitigating this issue, not only by reducing the number of flights, but by offering residents window replacements and air conditioning.

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Parking:

Regarding the proposed 2075 parking space garage, I believe there are much better alternatives that were apparently not taken into account. Firstly, I would question the need for such a large parking structure, and how building such a structure will incentivize people to take shuttles and public transportation in this day and age of climate warming and its reported impacts upon our planet. Secondly, an alternative to building the proposed parking structure on the existing large surface parking area adjacent to the existing terminals was not explored. If a large parking structure is really needed, why not build it on the existing parking area thereby eliminating the need to shuttle passengers from the proposed location to the terminals. If you were to utilize the current surface parking lot for the expansion, people would walk to the terminals. Lastly, the Port of Oakland should have an option of utilizing the surface parking lot that was recently completed under highway 880 at High Street, Oakland. This very large parking facility was built to accommodate increased BART parking; however, it was never opened as it is not needed after the drop in BART ridership post-pandemic. Why build yet another parking structure when the City of Oakland owns this existing unused large parking lot? The Port is proposing the use of a shuttle to move passengers from the proposed parking structure to the terminals anyway, so utilize existing infrastructure to reduce the environmental impact of this proposed need. The proposed parking structure will limit the visibility of the sky, which is not environmentally friendly, the exhaust from over 2000 cars is not environmentally friendly, nor the increased traffic on the Ron Cowan Parkway which has become a major thoroughfare for Harbor Bay residents.

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Flooding:

The airport along with much of Harbor Bay Island is in a flood hazard area. The Port has been building and reinforcing levees on the airport property for several years. Although these actions may deter the impacts of flooding, they will not stop it. With the increasing risk of climate warming and sea level rise, building additional infrastructure and spending billions of tax dollars in this bay-side area is not prudent, nor has it been addressed appropriately in the study.

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Some of the alternatives consider the proposed projects being built on bay infill. Adding infill to the San Francisco Bay will only increase flooding potential. No portion of this project should expand into the Bay as doing so creates significant environmental impact.

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Conclusion:

I am concerned with the projected flights increasing exponentially that the current runway will not accommodate the eventual number of flights and the Port will ultimately move to build a new runway that will negatively impact both San Francisco Bay as well as the citizens surrounding the airport. This type of growth will detrimentally affect the residents of Alameda, especially those of Harbor Bay Island. The Port of Oakland can take responsibility and implement one-time and ongoing mitigation measures in partnership with surrounding communities to lessen the negative impacts inherent with the airport. As related to the EIR basis of “we don’t regulate it, so we have no responsibility for it”, I would argue that “if you build it, they will come”, and Oakland does have responsibility for the decisions it makes regarding these significant environmental and personal impacts.

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Response to Commenter A-5

1. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.
2. **Table 2-5** of the EIR, cited by the commenter, is a construction staging summary table and is not the only part of the EIR that addresses construction factors used in the EIR’s analysis of air quality and noise impacts. **Section 3.3.3.1** of the EIR details how construction emissions were calculated. **Table 3.3-7** in the EIR provides the detailed table of proposed construction components, which are based on the stages identified in **Table 2-5**, including anticipated start and end dates and shows anticipated overlap of the construction stages.
3. While recognizing that this approach overstates the Proposed Project’s impacts, the Port elected to evaluate the impacts of future air traffic at the Airport as impacts of the Proposed Project. See EIR **Sections ES.5, 2.4, 3.1**. Accordingly, the EIR provides the operational impact analysis the commenter requests. This is the same approach taken by other California airports (see Norman Y. Mineta San José International Airport Integrated Final Environmental Impact Report, Amendment to Norman Y. Mineta San José International Airport Master Plan, Summary p. x (2020)). In particular, **Section 2.4** of the EIR outlines the projected forecasts in both 2028 (Planning Activity Level [PAL] 1) and 2038 (PAL 2). The EIR analyzes the impacts of these projected activity levels as impacts of the Proposed Project even though these activity levels would occur with or without the Proposed Project. Where potentially significant impacts are identified, mitigation measures are included in the EIR. The EIR’s Project Description accurately describes both the Proposed Project’s new facilities and the increased flight activity the Port anticipates at OAK, unlike the cases cited in the comment. See also Global Response A: Aviation Forecast for a discussion on the Proposed Project as it relates to future operations at OAK.

4. For a discussion of 2019 as the baseline year, see Global Response C: Baseline Year.
5. The case cited in the comment, rejecting a “hypothetical” baseline, was one in which the facility had *never* reached the level of operations that the lead agency had used as its CEQA baseline. Here, the 2019 baseline is factual and recent – not hypothetical – and was also the last year of normal operations before the COVID-19 pandemic slashed operations at OAK.

Also, the commenter’s statement indicating that the Port “averaged airport demands from 2019, 2020, and 2021” is not correct. The EIR is consistent in using 2019 as the baseline year and no averaging of demand over a three-year period was conducted.

6. The EIR uses 2019 as the baseline year and analyzes the impacts of the Proposed Project in 2028 and 2038 compared to the baseline year. The year 2019 represents the last full year in which OAK operated without the effects of the COVID-19 pandemic. To use another year as the baseline year would not be representative of the impacts that would occur as a result of the Proposed Project. In addition, the use of noise levels from noise monitoring equipment would not accurately provide the baseline noise levels from which to assess impacts. Noise monitoring equipment detects all sources of noise, not just aircraft operational noise, and would overstate the noise levels experienced. Thus, the CNEL that could be obtained from the noise monitoring equipment would be higher than the results of using the noise model. A higher baseline CNEL would then result in understating any increase in noise from aircraft operations in 2028 and 2038.

The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 was highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. See also Global Response C: Baseline Year.

7. Every section in **Chapter 3** of the EIR provides the background, significance thresholds, and methodologies for conducting the analyses. Each analysis provides information that supports the conclusions presented in the EIR. Mitigation measures are identified for those impacts that are considered to be significant. The commenter is correct in noting that the EIR does identify impacts that would occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown.
8. **Appendix M** of the EIR provides the sleep disturbance analysis. As stated in **Section 3.11.1.3** of the EIR, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise. For CNEL analysis, the FAA

requires the use of annual average daily aircraft operations to compute noise exposure and assess the potential for significant noise impact. See Global Response D: Noise for more information.

9. The Sleep Disturbance Study was incorporated into the main body of the EIR by reference and is appropriately placed in **Appendix M**.
10. As described in **Sections 3.11.1.1 and 3.11.1.2** of the EIR, the FAA requires the use of CNEL analysis for assessing noise impacts related to aviation noise. As described in **Section 3.11.1.4** of the EIR, the Aviation Environmental Design Tool (AEDT), which is the model approved by the Federal Aviation Administration (FAA), takes into account all aircraft operations arriving and departing out of OAK as well as the time of day the operation is occurring. The model utilizes aircraft profiles to calculate noise emissions throughout an aircraft's flight track. See Global Response D: Noise for more information.
11. **Figure 3.11-3** of the EIR includes all noise sensitive land uses identified in **Table 3.11-8** of the EIR that are located within the 65, 70, and 75 CNEL aircraft noise contours.
12. The construction noise analysis includes all of the anticipated construction equipment for each stage of construction. To help clarify what was included in the analysis, a table has been added to **Appendix L** and reference to this appendix made in **Section 3.11** for the reader to see additional detail such as equipment type, source levels, and other details.
13. The mitigation measure has been revised and clarified to address the distinction between a) on-site construction activities, for which the EIR's significance threshold is compliant with City of Oakland weekday and Saturday construction noise limits, and b) off-site construction traffic noise, for which the EIR's significance threshold is an increase of 5 dBA CNEL. The EIR explains that on-site construction noise could exceed the City's noise limits as described in **Section 3.11** of the EIR. The EIR explains that construction traffic impacts would not be significant; therefore, no mitigation would be required for this impact. Enforcement mechanism is completed via continuous noise monitoring during construction. This mitigation measure in **Section 3.11.3.1** of the EIR has been revised to include a statement that baseline sound levels will be monitored at the compliance locations prior to the start of construction to establish a baseline to compare against for the 5 decibel (dB) increase threshold. At this time the construction information is preliminary, and the actual construction approach may be different than what is assumed. For this reason, the EIR states that the construction contractor would be required to provide specific details as to how they will ensure impact thresholds are not exceeded.
14. Traffic data for the construction effort was analyzed relative to existing traffic levels on area roadways. As a point of reference, traffic volumes would need to double to result in a 3 dB increase in noise associated with surface traffic. As stated in the Transportation Impact Analysis included as **Appendix N** of the EIR, the OAK total vehicle trip generation on a typical day was approximately 46,000 vehicles in 2019. In order to estimate construction emissions, construction-related vehicle trips were estimated in CalEEMod based on construction activity, size of construction or

demolition area, and duration of the construction activity. These estimated construction vehicle trips are shown in the detailed air quality reports in **Appendix F** of the EIR. As shown in these reports, and because the construction activities would be phased over five years as shown in **Table 2-5 in Chapter 2** and **Table 3.3-7 in Section 3.3**, the number of construction vehicles would not result in a doubling of OAK vehicle trips. Based on the detailed air quality reports in **Appendix F**, the highest average estimated daily construction vehicle trips would be approximately 74.2 in 2026, which is an increase of about 0.2 percent over existing daily vehicle trips. Below is the average estimated daily construction vehicle trips.

Construction Year	Average Estimated Daily Construction Vehicle Trips
2025	70.9
2026	74.2
2027	8.5
2028	46.7
2029	30.5

The significance threshold identified in the EIR for construction-related traffic noise impacts is an increase of 5 dB. Because traffic would not double on area roadways, any increase in noise resulting from construction-related traffic would be below 3 dB, which is below the significance threshold of 5 dB. Therefore, construction-related traffic noise impacts would not be significant.

15. The impact thresholds for construction noise and aircraft noise are not assessed using the same metric. Community Noise Equivalent Level (CNEL) and Hourly Equivalent Sound Level (LEQ) represent distinct thresholds for significant impact.
16. See Global Response B: Flight Paths and Procedures for a discussion on the use of North Field runways.
17. **Appendix E** of the EIR presents the air quality emission calculations for human health risks, and **Appendix F** provides the Air Quality Protocol. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model and are discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. Mitigation measures for air quality are discussed in **Section 3.3.3** of the EIR. Construction and aircraft operational BMPs and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3**. As discussed, no additional aircraft operational emissions are expected compared to the No Project Alternative. Any additional emissions associated with the No Build Alternative and the Proposed Project when compared to the existing conditions are based on forecast market demand and would occur regardless of the Proposed Project. The majority of ROG and NOx emissions result from aircraft operations, which would occur as a result of

forecast market demand, as described in Global Response A: Aviation Forecast. See also Global Response F: Human Health Risk Assessment.

The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. Several comments misunderstand the statements in the EIR that “to provide a conservative analysis” the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the forecast market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project.

18. **Section 3.3.2.3** of the EIR discusses construction emissions and **Appendix F** provides the Air Quality Protocol.
19. **Table 3.3-3** of the EIR summarizes the attainment status of the area compared to state and federal air quality standards for six criteria pollutants along with sulfates, hydrogen sulfide, and vinyl chlorides. As discussed in **Section 3.3.2.2**, BAAQMD operates a regional monitoring network that measures the ambient concentrations of the six criteria air pollutants. Existing levels of air quality in Oakland can generally be inferred from historical ambient air quality data based on measurements conducted by BAAQMD at its nearby monitoring stations. The measurements at these BAAQMD monitoring locations are the closest and most representative monitoring stations where data are available and were used to represent the regional air quality for the general study area.
20. See Global Response G: Greenhouse Gas and Climate Change for a discussion on GHG emissions and measures that the Port is incorporating to address GHG emissions within the Port’s control.
21. Mitigation measures have been identified, where available, for each resource area that may be affected by the Proposed Project. See also Global Response G: Greenhouse Gas and Climate Change for a discussion on mitigation measures related to GHG emissions.
22. A general plan consistency analysis for the city of Alameda was not incorporated into the EIR because the Proposed Project is wholly located within the city of Oakland. However, no inconsistencies would be anticipated to the City of Alameda’s general plan because no changes to roadways within the city of Alameda are anticipated that would preclude implementation of Alameda’s plans and policies.

Additionally, the Proposed Project would have little effect on traffic volume in the city of Alameda because, as noted below, the growth in passenger enplanements at OAK is forecast to occur whether the Proposed Project is implemented or not.

Section 2.4 of the EIR provides the forecast for passenger enplanements at OAK. As shown and described in this section, passenger enplanements are projected to increase from about 6.7 million in 2019 to 12.3 million passengers by 2038 "regardless of whether the Proposed Project is implemented." As stated in **Section 3.13.1.2** of the EIR, the Proposed Project's impact would be considered significant if VMT per enplanement increased compared to baseline conditions.

The Port does not agree that the methodology used for the VMT assessment is flawed because it uses a significance criteria of VMT per enplanement rather than total VMT. Lead agencies have the discretion to set or apply their own thresholds of significance (Center for Biological Diversity v. California Dept. of Fish & Wildlife (2015) 62 Cal.4th 204, 218-223). Because the Port did not have previously established significance criteria for VMT and the State of California Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA does not have recommendations for airports, a review of similar studies such as the EIR for the Norman Y. Mineta San José International Airport Master Plan used a rate rather than total VMT to establish a threshold of significance. The use of a rate is also consistent with OPR guidance which recommends VMT per capita and VMT per employee be used for residential and office projects, respectively. The VMT analysis presented in the EIR shows a reduction in the VMT per enplanement resulting in no significant impact related to VMT. Because there was no potentially significant impact related to VMT, a reduction in private vehicle usage to mitigate a VMT impact was not required, and no mitigation assessment was needed as part of the EIR

The EIR evaluated the effects of the proposed Upland Lot (formerly referred to as the Maitland Lot) through two different analyses. The first was as part of the VMT analysis as required by CEQA. The Upland Lot is proposed to replace approximately 62 percent of the existing economy lot parking spaces that would be demolished. The remaining 38 percent of the existing economy lot spaces would be replaced at the Ron Cowan Lot. The effect on VMT was calculated by looking at origin-destination patterns between five zones (two of which were in Alameda) and the economy lot and determining how average trip length would change, as described in **Section 3.13.3.2** of the EIR. Data collected for the existing economy lot showed that about 2 percent of trips accessing the economy lot are coming from Alameda. Trips from Alameda would be expected to have a slight decrease in their VMT because both the Upland Lot and the Ron Cowan Lot are closer to Alameda than the existing economy lot. This decrease in VMT for Alameda traffic was offset by the increase in trip length for vehicles coming from other locations, such as Hegenberger Road. This resulted in an increase of approximately 0.25 miles (**Table 3.13-13**) to the average trip length for vehicles accessing economy parking as a result of the Proposed Project. It is important to note that the Proposed

Project's effect on VMT is the result of relocation of parking facilities within Airport property and not related to growth in passenger volumes.

The second assessment of the effects of the Upland Lot was a level of service assessment (LOS) at key intersections. This LOS assessment was done for informational purposes only because LOS is no longer part of CEQA analyses for transportation impacts. Similar to the VMT methodology, the LOS assessment looked at the number of vehicles projected to travel between the city of Alameda and the Upland and Ron Cowan lots following demolition of the existing economy lot. **Appendix D** of the EIR contains graphics showing how volumes at seven intersections were affected by the route changes. The low percentage (2 percent, which totals approximately 14 daily vehicle trips) of trips between the city of Alameda and the economy lot resulted in relatively minor changes in traffic patterns from the existing economy lots to the proposed parking lots resulting in little effect on intersection operations and LOS. Therefore, the overall VMT impact would be less than significant.

Because the effect would be less than significant, no mitigation measures are required. However, the Port will use wayfinding and signage to direct vehicle traffic to access the Airport through the primary access routes (98th Avenue and Hegenberger Road).

The Proposed Project's effect on cumulative conditions was analyzed by comparing VMT per enplanement under existing conditions and cumulative plus project conditions allowing for the ability to assess the Proposed Project's cumulative transportation impact under CEQA. An LOS analysis was performed for informational purposes only, as detailed in the Transportation Impact Analysis (**Appendix N**). This is clearly labeled under the "Non-CEQA Analysis for Informational Purposes Only" section of **Appendix N**. LOS is not discussed in **Section 3.13** of the EIR and was not used to assess transportation impacts under CEQA.

The commenter is correct in noting that a Transportation Demand Management (TDM) program is not included in the EIR. Because no significant impacts would occur with respect to VMT per enplanement, no mitigation measures are warranted.

The commenter is not correct in stating that the EIR does not disclose the construction impacts resulting from Project Component L-7 (construction of replacement public parking – Upland Parking Lot, formerly referred to as the Maitland Parking Lot). **Table 3.3-7** of the EIR includes Project Component L-7 as one of the project components included in the construction emissions analysis. In addition, **Table 3.11-9** of the EIR provides information regarding construction noise levels. The closest sensitive noise receptors to Project Component L-7 are identified as Receptors R8 and R16 (see **Figure 3.11-4** of the EIR).

Section 3.11.3.1 of the EIR concludes that construction noise is potentially

significant, and mitigation measures are identified to reduce the construction noise impacts to less than significant.

23. A consistency analysis regarding the Safety Element of the Alameda General Plan is not warranted because the Proposed Project is wholly located within the city of Oakland. Therefore, the Proposed Project would not result in any inconsistencies to the City of Alameda's General Plan.

With respect to the Alameda County Airport Land Use Plan, the Safety Zones identified for OAK are associated with the existing runways at OAK. Because the Proposed Project would not change any runway configuration at OAK, no changes in the Safety Zones would occur and no additional analysis is warranted.

24. For a discussion on project alternatives, see Global Response I: Alternatives.
25. For a discussion on project alternatives, see Global Response I: Alternatives.
26. For a discussion on project alternatives, see Global Response I: Alternatives.
27. For a discussion on project alternatives, see Global Response I: Alternatives.
28. The Port agrees that the 1976, 2001, and 2002 agreements referred to by the commenter remain in effect. The Port continues to comply with its obligations under those agreements, including obligations associated with the noise abatement program and will document the Port's continued commitment to the program. The Port disagrees with the commenter's statement that the EIR is inadequate to support any amendments to the existing agreements, or new agreements, that might arise from approval of the Proposed Project. The EIR contains detailed analyses that identifies the impacts of the Proposed Project and identifies measures to reduce the magnitude of impacts to a less than significant level. These analyses could be the basis for any amendments to existing agreements or the adoption of any new agreements.

For updated information describing how the Port implements and has supplemented its noise commitments in the 1976, 2001, and 2002 agreements, see Global Response D: Noise.

29. The Port acknowledges receipt of the comments from the City of Alameda. Responses to these comments are provided above and below.
30. **Appendix E** of the EIR presents the air quality emission calculations for human health risks, and **Appendix F** provides the Air Quality Protocol. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model are discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. Mitigation measures for air quality are discussed in **Section 3.3.3** of the EIR. Construction and aircraft operational BMPs and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3**. As discussed, no additional aircraft operational emissions are expected compared to the No Build Alternative. Any additional emissions associated with the No Build Alternative and the Proposed

Project when compared to the existing conditions are based on forecast market demand and would occur whether the Proposed Project is implemented or not. Global Response A: Aviation Forecast provides additional discussion.

31. See response to Comment #30 of this letter.
32. Attachment 1, Human Health Risk Assessment Inhalation Pathway Modeling Protocol, in **Appendix E** of the EIR provides the detailed methodology utilized to evaluate the cancer risk and non-cancer health hazards associated with the Proposed Project. As discussed in the protocol, which was reviewed and approved by BAAQMD, no specific TAC emission inventories were developed, but instead, localized concentrations of TOG and PM10 were speciated to develop local TAC concentrations for health impact evaluation. See Global Response F: Human Health Risk Assessment for additional detail regarding the HHRA methodology and example data supporting the reduction in TAC emissions despite anticipated growth between the baseline and future Proposed Project conditions.
33. A discussion of the air quality methodology and summary of the results are presented in **Section 3.3.2.3** of the EIR and **Appendix F** for Air Quality.
34. See Global Response F: Human Health Risk Assessment for a discussion on the HHRA and the methodology used, including emissions calculations.
35. As identified in the Initial Study that was included with the NOP (see **Appendix A**), the Proposed Project would not result in any change in the types of aircraft operations that would occur at OAK. Therefore, the Proposed Project would not result in any odors that would affect a substantial number of people and no further analysis of this issue was included in the EIR.
36. See response to Comment #30 of this letter.
37. See response to Comment #30 of this letter. Also see Global Response G: Greenhouse Gas and Climate Change for a discussion on GHG emissions.
38. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a

reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis.

The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the forecast market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.

Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

39. As shown in **Table 3.3-10** of the EIR, aircraft emissions are expected to increase with more operations; however, emissions from GSE and ground access vehicles are expected to decrease due to more efficient cleaner technology being implemented and lower expected emission factors generated by CARB's OFFROAD2017 and EMFAC models for 2028 and 2038. Unlike OFFROAD2017 and EMFAC, the FAA AEDT model keeps emissions factors constant over time and does not account for more efficient aircraft engines being implemented from 2028 to 2038. Any additional emissions associated with the No Build Alternative and Proposed Project compared to the existing conditions are based on expected aircraft growth and would occur whether the Proposed Project is implemented or not (see Global Response A: Aviation Forecast). See Global Response C: Baseline Year for a discussion of 2019 as the baseline year.
40. For a detailed description on the calculations used in the models, refer to "Appendix C, Emission Calculation Details for CalEEMod," available at https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf and "Aviation Environmental Design Tool (AEDT) Version 3e Technical Manual," available at https://aedt.faa.gov/Documents/AEDT3e_TechManual.pdf.
41. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines.

Construction emissions are discussed in **Section 3.3.3.3** of the EIR and compared to BAAQMD Thresholds of Significance, and were below those thresholds for all years of construction. See response to Comment #30 of this letter.

42. **Section 3.3.2.3** and **Appendix F** of the EIR discuss construction emissions and includes the activities as shown in **Table 3.3-7**. Caleemod was ran for each construction element consistent with the dimensions, and timeframe is depicted in **Table 3.3-7** in the EIR. Average daily criteria pollutant emissions were summarized for each year of construction and compared to the Thresholds of Significance as shown in **Table 3.3-8**. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines.

The HHRA protocol, included as Attachment 1 in **Appendix E** of the EIR, was developed during an early stage of the Proposed Project's CEQA process, prior to the development of the Proposed Project's construction schedule. Thus, the construction duration listed in the protocol are preliminary values and are not the duration actually modeled for the purposes of analyzing human health risks.

As stated in the bulleted scenario described on Page E-27 in **Appendix E**, and in the footnotes to Tables E-10, E-11, E-12, and E-13, the construction duration analyzed for the purpose of evaluating human health impacts was the six-year period ranging from 2025 through 2030. Thus, risk impacts are not understated. See also Global Response F: Human Health Risk Assessment.

43. **Table 3.3-7** of the EIR presents the anticipated construction schedule and staging of operations. As described in **Section 3.3.3** of the EIR, the anticipated construction schedule was evaluated and summarized for each year of activity. See also Global Response F: Human Health Risk Assessment for a discussion on the methodology of the HHRA.
44. As detailed in Global Response F: Human Health Risk Assessment, the methodologies in the HHRA protocol and applied to the HHRA analysis are based in guidance provided by the CalEPA Office of Environmental Health Hazard Assessment (OEHHA) and BAAQMD. The analysis does not deviate substantially from these guidance documents. The exposure durations used for the analysis are discussed below:
- The OEHHA-recommended duration for cancer risk estimates at the maximally exposed individual resident (MICR) is 30 years. This duration represents USEPA's high-end estimate of residency at a single location. OEHHA also suggests that 9-year and 70-year durations be included for supplemental information, representing the average and lifetime residency, respectively. The HHRA analysis used the recommended duration (30-years) for significance determination for the resident. The cancer risk estimates of residential includes exposure from the 3rd trimester prior to birth through infancy and childhood into adulthood. The analysis also included a 9-year duration for the resident as a child because the child would produce higher cancer risks than adults due to their higher sensitivity to cancer and higher breathing rate (higher dose) – the age sensitivity factors and breathing rates

are included in **Appendix E**, Table E-3. This effect can be seen in the **Appendix E**, Table E10, where the Child Resident incremental cancer risk is higher than the Adult Resident cancer risk for Proposed Project construction only, incremental operations only, and combined construction and incremental operations.

- Regarding the 70-year residential duration, all of the residential locations were shown to experience a lower cancer risk for the operations and combined construction and operations than that associated with the environmental baseline (2019), as summarized in **Appendix E**, Table E-10 and detailed in Attachment 2. Extending the duration of exposure to future operations which have declining TAC concentrations would not increase the cancer risk relative to the baseline. In fact, calculating 70-year residential cancer risk for this analysis would have produced a result that is lower than either the 30-year or 9-year durations.
- The school child duration of 12 years used in the analysis is simply based on the assumption that students attend school from 1st grade (grammar school) through 12th grade (senior in high school). The analysis also assumes that school child remains at one school for all 12 years.

The Proposed Project was introduced to BAAQMD in a meeting on May 12, 2022, which included an overview of the HHRA protocol approach and inputs. As noted above, the methodologies in the HHRA protocol are based in guidance provided by the OEHHA and BAAQMD. The draft protocol was submitted to BAAQMD for review and comment on September 1, 2022. Comments from BAAQMD on the protocol were received on September 29, 2022. These comments were addressed in the final protocol, which was completed on December 22, 2022, and reformatted on January 6, 2023. The Final HHRA Protocol was provided in the EIR, **Appendix E**, Attachment 1.

The particulate matter (PM_{10} and $PM_{2.5}$) and total organic gas (TOG) emission factors used in the HHRA analysis came from EMFAC2021 for on-road vehicles and from CalEEMod (which uses OFFROAD2017 emission factors) for offroad construction equipment. Per BAAQMD comment (at the May 12, 2022, meeting), emissions from OAK ground support equipment (GSE) for each year analyzed were obtained from the CARB California Emissions Projection Analysis Model (CEPAM) database (<https://ww2.arb.ca.gov/applications/cepam2019v103-standard-emission-tool>). The fleet average emission factors for on-road vehicles and offroad equipment are shown to decrease as existing mobile source emission regulations drive emissions down. These models (EMFAC, OFFROAD, and CEPAM) indicate that emission factors are decreasing faster than traffic volume and equipment activity is increasing.

The emissions of PM_{10} , $PM_{2.5}$, and reactive organic gases (ROG) from Airport operations are presented in the EIR, **Section 3.3, Tables 3.3-6, 3.3-9, and 3.3-10**, respectively for 2019, 2028, and 2038. The CARB Organic and Particulate Matter Speciation profiles for each source type are listed in the HHRA Report

included in **Appendix E** of the EIR, Table E-9. While PM₁₀ and PM_{2.5} emissions increased overall under the Proposed Project scenarios, comparison of these emissions associated with GSE and ground access vehicles (cars and trucks) in 2028 (**Table 3.3-9**) and 2038 (**Table 3.3-10**) were down relative to the 2019 baseline emissions (**Table 3.3-6**). In addition, ROG emissions also decline in the future for GSE and ground access vehicles. These two source categories represent the sources that would produce diesel PM, the primary driver of cancer and chronic non-cancer health risks, and other mobile source TAC emissions. Part of these emission reductions are due to mobile source emission regulations that drive these emissions down into the future. In addition, the GSE sources are being converted out of diesel to gasoline, natural gas, and electric equipment as indicated in the CARB CEPAM database noted above. Also note that PM₁₀ emissions from natural gas and gasoline equipment and vehicles do not emit diesel PM.

Also noting here that the increase from 11 tons per year (tpy) PM₁₀ in 2019 to 15.92 tpy PM₁₀ in 2038 represents an increase of 45 percent, not 69 percent.

The age sensitivity factors were included in the HHRA cancer risk calculations. The sensitivity factors, and other exposure parameters used in the calculations that vary by age group are presented in **Appendix E**, Table E-3.

The Proposed Project construction contribution included construction for all six years of construction (2025 through 2030). However, Proposed Project incremental operations were assumed to start when the first phase of the project was completed and a portion of the new facilities became operational. Therefore, the overlap in Proposed Project construction and incremental operations is expected to occur for three years (2028 through 2030).

See also Global Response F: Human Health Risk Assessment for a discussion on the methodology of the HHRA.

- 45. The statement on Page E-1 of **Appendix E** was simply noting that the Proposed Project would alter the locations and amounts of TACs released from aircraft ground movements as well as from ground service equipment (GSE), vehicles and stationary sources. Because the runways are not being affected by the Proposed Project, the location of where emissions associated with aircraft arrivals and departures would occur would not be changed, just the quantity of TACs would be different in these locations. To clarify, aircraft operations from both jet-fueled turbine aircraft (commercial/business jets and turboprops) and avgas-fueled aircraft (small general aviation) were analyzed in the HHRA for existing conditions and the future years analyzed in the EIR.
- 46. The assumed exposure frequencies (days exposed divided by days per year) used for different populations (resident, school child, worker) are presented in the EIR, **Appendix E**, Table E-2. These values come from the OEHHA 2015 guidance

document¹⁴ and assume that residents are at home for 350 days per year (both adults and children) and workers are at their workplace for 250 days per year. We also assume that school children are exposed for 350 days per year. See also Global Response F: Human Health Risk Assessment.

47. Per BAAQMD CEQA Protocol, existing or planned sources located within 1,000 feet of the Airport property were included in the cumulative impact analysis. BAAQMD provides public access to permit applications received for the past two years (<https://www.baaqmd.gov/permits/public-notices/permit-applications-received>) and to public notices on permits for approximately the past 15 years (<https://www.baaqmd.gov/permits/public-notices> and <https://www.baaqmd.gov/permits/public-notices/public-notices-archived>). The documentation on these sites was reviewed to identify sources (existing or planned) located within 1,000 feet of Airport property. The information for the larger projects in these databases included BAAQMD engineering analysis of emissions and health risk impacts. Seventeen facilities were identified within 1,000 feet of the Airport property. Of these, 13 applications or permits were for emergency generator engines with limited annual operations. Of the remaining four, one is a wipe cleaning operation with an application that is still under review, one was for dirt relocation (temporary), one is a solid waste transfer station, and one is a coffee roasting facility.

Although these facilities are scattered around the Airport, a conservative approach to checking health risk was to sum the cancer risks identified in the engineering evaluations for those applications and compare that total to the 100 per million cancer risk threshold for cumulative impacts. The highest single cancer risk results were less than two per million, and the summation of all reported cancer risk values was less than five per million. The Proposed Project cancer risks were less than baseline risks, therefore the cumulative cancer risks from the Proposed Project and existing or proposed sources within 1,000 feet of the Airport property would be well under the 100 per million threshold set by BAAQMD. This is the conclusion summarized in **Appendix E**, Section E.4.3.1 of the EIR. Like the cancer risks, chronic and acute non-cancer hazards were also much less than the cumulative thresholds from off-site facilities, as noted in **Appendix E**, Section E.4.3.2.

The final threshold for cumulative impact evaluations is the annual PM_{2.5} concentration of 0.8 ug/m³. Annual permitted and estimated PM_{2.5} emissions from the 17 cumulative facilities were modeled using AERMOD with the same receptor set as used for the Proposed Project health risk modeling analysis. The annual PM_{2.5} dispersion modeling results were then added to the Proposed Project peak annual PM_{2.5} concentration for each receptor for comparison to the cumulative PM_{2.5} threshold. The results of this analysis are discussed in **Appendix E**,

¹⁴ CalEPA Office of Environmental Health Hazard Assessment. (2015). Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments. Section 5.4.1.1, page 5-24 (Resident); Section 5.4.1.2, page 5-28 (Worker).

- Section E.4.3.3 and presented in Figure E-5 – Cumulative PM_{2.5} Annual Concentrations. The peak impact was below the 0.8 ug/m³ threshold and was located near the coffee roasting facility on Harbor Bay Parkway.
- 48. The typographical error in the text on page E-22 is acknowledged. The SCAQMD selection of the release height is based on the use of volume sources instead of stack sources to represent equipment moving around the site. The release height used accounts for the plume rise from construction equipment engine exhaust stacks. The use of volume sources also allows for coverage of the entire construction site more readily than stack sources.
 - 49. Based on the CARB speciation profiles for engine exhaust from diesel, gasoline (motor and avgas), and turbine engines, acrolein is not associated with diesel, but with gasoline, including avgas, and aircraft turbine fuel (Jet A). Because commercial and business jet aircraft operations are increasing into the future, these sources are producing the acrolein emissions. The speciation profiles for organic contaminants used to determine TAC concentrations are included in **Appendix E**, Table E-9.
 - 50. Reviewing the data in **Appendix E**, Attachment 2 indicates that the incorrect table was reviewed when describing the pollutants responsible for these impacts. The chronic non-cancer risks for the on-Airport and off-Airport workers are dominated by formaldehyde. This pollutant is associated with the forecast increase in aircraft operations. The contribution from all TACs to the peak location for the off-Airport worker was provided in **Appendix E**, Attachment 2, Table 2-10 (page 10 of Attachment 2), and for the on-Airport worker in the same Attachment 2, Table 2-11 (page 11 of Attachment 2).
 - 51. The BAAQMD 2022 CEQA Air Quality Guidelines, Chapter 3, Table 3-1 indicates that the level of significance is > (greater than) 1.0. The calculated Hazard Index (HI) was reported to two significant figures, as is the threshold. However, the value, whether or not rounded, is less than the significance threshold.
 - 52. See response to Comment #44 of this letter.
 - 53. **Section 3.7.1.3** describes the methodology that was used to calculate GHG emissions. The air quality detailed reports provided in **Appendix F** include the calculations used for GHG emissions. A statement to this effect has been added to **Section 3.7.1.3** in the EIR. See also Global Response G: Greenhouse Gas and Climate Change for a discussion on mitigation measures related to GHG emissions.
 - 54. See Global Response G: Greenhouse Gas and Climate Change for a discussion on mitigation measures related to GHG emissions.
 - 55. As discussed in **Section 3.3** of the EIR, aircraft emissions were estimated and summarized for the existing (2019) and future (2028 and 2038) Build and No Build conditions. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines.
 - 56. See the response to Comment #22 of this letter for a discussion of VMT.

57. See Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts related to GHG emissions.
58. See Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts related to GHG emissions and Global Response A: Aviation Forecast for a discussion on future Airport operations.
59. **Section 3.7** of the EIR summarizes aircraft GHG emissions and includes airborne emissions up to the mixing height or 3,000 feet above ground level. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts.
60. As discussed in **Sections 3.3 and 3.7** of the EIR, vehicle emissions (i.e., ground access vehicles) for construction and operations were analyzed for criteria pollutants and GHGs, respectively. The comment correctly notes that the HHRA describes decreasing PM₁₀, particularly diesel PM, emissions between the baseline and future scenarios. The comment mistakenly states that vehicular emissions are only discussed in the GHG Section of the EIR. Vehicular emissions, referred to as ground access vehicles are discussed and considered in emissions estimates throughout **Section 3.3** of the EIR. This source is specifically identified and discussed in **Sections 3.3.1.3, 3.3.2.4, and 3.3.3.3** and emissions associated with vehicle traffic are presented in **Tables 3.3-6, 3.3-9, and 3.3-10** in **Section 3.3**, Air Quality, of the EIR. See Global Response F: Human Health Risk Assessment for further discussion on the HHRA protocol and methodology.
61. See Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts related to GHG emissions, including mitigation.
62. The FAA has indicated to the Port that NEPA documentation will be completed after the completion of the CEQA process. This decision was made by the FAA as the federal lead agency.
63. The Port will notify the City of Alameda when the Final EIR, which will include the response to comments, is released.
64. A discussion of the air quality methodology is presented in **Section 3.3.2.3** of the EIR and **Appendix F**. The detailed data sheets used for the air quality and GHG analyses are also included in **Appendix F**. See **Appendix E** and Global Response F: Human Health Risk Assessment for a discussion on the methodology of the HHRA. **Appendix E** also includes the calculation for the HHRA.
65. The Port has been in communication with the FAA about the Proposed Project and future NEPA review requirements.
66. The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project

would not change the forecast market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.

67. The Airport plays a vital role in the local economy. As stated in **Section 5.3.2**, "[t]he increase in passengers could result in additional economic growth in the Airport vicinity. Because the increase in passengers would occur whether or not a replacement passenger terminal is developed, no indirect effect of growth would occur in the Airport vicinity." As further discussed in Global Response A: Aviation Forecast, the increase in the number of aircraft operations would occur due to forecast market demand.
68. **Section 3.11.1.2** explains the noise metrics used in the EIR. For example, CNEL was used for the aircraft noise analysis because CNEL is the metric required by the FAA for significant impact assessment and is mandated by California for airport noise studies in California. Hourly Equivalent Sound Level ($L_{eq}(h)$) is prescribed by the FHWA and Caltrans for roadway traffic noise. The computation of aircraft CNEL includes the use of SEL. **Appendix M** provides a single-event sleep disturbance analysis from aircraft noise based on the best available science (until the FAA's National Sleep Study concludes). The sleep disturbance analysis utilized the single-event noise metric of A-weighted Maximum Sound Level (L_{max} or L_{Amax}). As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise. In addition, see Global Response D: Noise.
69. A general plan consistency analysis for the city of Alameda was not incorporated into the EIR because the Proposed Project is wholly located within the city of Oakland. However, no inconsistencies would be anticipated because no changes to roadways within the city of Alameda are anticipated that would preclude implementation of Alameda's plans and policies. Additionally, the Proposed Project would have little effect on traffic volume in the city of Alameda because, as noted below, the growth in passenger enplanements at OAK is forecast to occur whether the Proposed Project is implemented or not.

Section 2.4 of the EIR provides the forecast for passenger enplanements at OAK. As shown and described in this section, passenger enplanements are projected to increase from about 6.7 million in 2019 to 12.3 million passengers by 2038 "regardless of whether the Proposed Project is implemented." Because the increase in passenger enplanements at OAK is based on forecast market demand and is

forecast to occur whether the Proposed Project is implemented or not, the VMT associated with this passenger enplanement growth is not considered in assessing the potential impacts of the Proposed Project related to VMT. See also Global Response A: Aviation Forecast for further discussion.

70. See the response to Comment #22 of this letter for a discussion of VMT.
71. See the response to Comment #22 of this letter for a discussion of VMT.
72. **Section 3.13** of the EIR includes an assessment of whether the Proposed Project would have a significant effect on the environment based on the four transportation CEQA questions. The question most applicable to safety is "would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)." The assessment of the Proposed Project's potential effect related to this question is addressed in **Section 3.13.4.3** of the EIR. The EIR is not obligated to propose measures to improve or enhance traffic safety or encourage transit use unless a significant impact is found to occur. Additional opportunities to improve safety will be considered in the design phase of the Proposed Project.
73. A general plan consistency analysis for the city of Alameda was not incorporated into the EIR because the Proposed Project is wholly located within the city of Oakland. However, no inconsistencies would be anticipated because no changes to roadways within the city of Alameda are anticipated that would preclude implementation of Alameda's plans and policies. Additionally, the Proposed Project would have little effect on traffic volume in the city of Alameda because, as noted below, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not.

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Section 3.13 of the EIR includes an assessment of whether the Proposed Project would have a significant effect on the environment based on the four transportation CEQA questions. The question most applicable to safety is "would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)." The assessment of the Proposed Project's potential effect related to this question is addressed in **Section 3.13.4.3** of the EIR. The EIR is not obligated to propose measures to improve or enhance traffic safety or encourage transit use unless a

- significant impact is found to occur. Additional opportunities to improve safety will be considered in the design phase of the Proposed Project.
74. The design of the Upland Lot has not been finalized as of the completion of the EIR. As detailed in **Section 3.13.4.3** of the EIR, the design for this parking lot would meet latest specifications including any fire design standards. Because the parking lot would be designed to meet standards, it would not result in a substantial increase in hazards due to a geometric design standard.
 75. As stated in **Section 3.3.1.3** of the EIR, emissions from vehicles associated with parking facilities were included in the analysis of air quality and GHG emissions in the EIR. See also Global Response G: Greenhouse Gas and Climate Change.
 76. As stated in **Section 3.11.3.3** of the EIR, parking lot relocations were included in the roadway traffic noise impact analysis in the EIR.
 77. **Section 3.2.3.4** of the EIR evaluates if the Proposed Project would create a new source of substantial light or glare, including from the new or relocated parking lots.
 78. For a discussion on measures that the Port would implement relevant to GHG gas emissions and climate change, including heat island effect, see Global Response G: Greenhouse Gas and Climate Change.
 79. See the response to Comment #22 of this letter for a discussion of VMT.
 80. A construction traffic management plan is a common and accepted measure to reduce temporary construction traffic impacts for developments throughout the region. The specifics of the plan would be developed when detailed construction activities are planned and would be designed so that construction traffic does not result in significant traffic impacts on local streets. The construction traffic management plan would include coordination with affected agencies to the extent necessary. **Section 3.3.3.1** and **Section 3.3.3.3** of the EIR discuss air quality construction emissions and **Appendix F** includes construction emissions modeling input and output and spreadsheet calculations. **Section 3.7.3.2** of the EIR discusses GHG emissions associated with construction. Additionally, **Section 3.3.3.3** of the EIR identifies BMPs to minimize construction emissions.
 81. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
 82. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
 83. As discussed in **Section 3.3** and **Section 3.7** of the EIR, aircraft emissions include startup, taxi out, taxi in, climb to the mixing height, and decent from the mixing height, consistent with FAA methodology. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts. See also Global Response A: Aviation Forecast.

84. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
85. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
86. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
87. The sleep disturbance analysis detailed in **Appendix M** utilized the single-event noise metric of A-weighted Maximum Sound Level (L_{max} or L_{Amax}) from all modeled aircraft types to evaluate the potential for awakening. The FAA has not adopted the World Health Organization's (WHO's) recommendations. As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise. If the WHO's recommendations are in terms of nighttime A-weighted L_{eq} they would not be comparable to the single-event L_{Amax} the commenter has cited for the Airbus A321. See Global Response D: Noise for further details.
88. As presented in **Section 3.3** and **Appendix E** of the EIR and discussed further in Global Response F: Human Health Risk Assessment, TAC emissions, particularly those of diesel PM – the primary mobile source carcinogen associated with Airport activity – would decrease under the future Proposed Project conditions relative to the environmental baseline (2019). Accordingly long-term operational carcinogenic health risk and non-cancer health hazards would be lower under the future conditions than the baseline for all off-Airport receptors. As shown in **Section 3.3** and **Appendix E**, short-term construction carcinogenic health risks and non-cancer health hazards would be below significance criteria for all off-Airport receptors. These results clearly provide decision-makers with information enabling them to draw intelligent conclusions which take into account the human health risk consequences of the Proposed Project.
89. The commenter's statements regarding the results of a meeting are acknowledged.
90. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-629.
91. The commenter's statements regarding the City of Alameda's response to the EIR are acknowledged.
92. See Global Response B: Flight Paths and Procedures for a discussion on the use of North Field runways.
93. The commenter's statements regarding the issues to be addressed in the City of Alameda's response to the EIR are acknowledged.

94. The commenter's statement requests that the City of Alameda's comments on the EIR contain certain elements. The City of Alameda has since submitted its comments. The Port notes that the existing agreements between the Port and the City of Alameda do not limit aircraft noise over Bay Farm Island, or any other location, to 70 dB. For additional discussion of aircraft noise, see Global Response D: Noise.
95. The commenter requests information from the City of Alameda regarding whether monitoring of air pollutant emissions is occurring. As this would be a City of Alameda issue, the Port is not authorized to provide a response to that comment. In terms of "holding the Port accountable," the Bay Area Air Quality Management District (BAAQMD) has the authority to monitor air pollutant emissions for the entire Bay Area and has provided the Port with the necessary permits associated with the stationary emissions sources at OAK.
96. The commenter's statement regarding the Portola Music Festival is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise.
97. The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).
98. The Port will review zero emission initiatives and incorporate sustainability opportunities where feasible, including alternative fuel aircraft. The Port does not support insisting that commercial aircraft use North Field. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
99. The commenter's statement urging the City of Alameda's to oppose the Proposed Project is acknowledged.
100. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which was twice as long as the 45 days required by Section 21091 of CEQA.
101. The commenter's statements regarding the issues to be addressed in the City of Alameda's response to the Draft EIR are acknowledged.
102. CNEL was used for the aircraft noise analysis because CNEL is the metric required by the FAA for significant impact assessment and is mandated by California for airport noise studies in California. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.

103. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-32.
104. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-32.
105. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-32.
106. This comment is a duplicate of a comment received directly from the commenter.
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See the response to Commenter P-32.
108. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.
109. For a discussion of forecast enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast. See Global Response B: Flight Paths and Procedures for a discussion on the use of North Field runways.
110. The comment states that studies have found that actual concentrations of gases, particles, and ultrafine particles (identified as "ultraparticles" by the commenter) exceeded those monitored at regulatory sites. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and OEHHA. These procedures reflect the current state of risk evaluation science and incorporate local meteorological effects on TAC concentrations, age-related health exposure parameters, significant conservatism – detailed in Section E.5, Uncertainties, in **Appendix E** and other factors to be protective of sensitive populations. See Global Response F: Human Health Risk Assessment for additional detail regarding the HHRA methodology and example data supporting the reduction in TAC emissions despite anticipated growth between the baseline and future Proposed Project conditions.

The comment also declares that serious adverse health effects from gaseous, particulate, and ultrafine particulate (UFP) aircraft emissions, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia, are underexamined. As discussed above, health effects from gaseous and particulate pollutants are evaluated following the current state of risk evaluation science.

With respect to UFPs, in 2022, the USEPA conducted a policy assessment on particulate matter, which determined that current state of science on the health effects of UFPs are limited and not sufficient to inform policy-relevant conclusions. While the policy assessment indicated that exposure to UFPs can be suggestive of various health effects to the cardiovascular, respiratory, and nervous systems, no

causal or likely causal effects for UFPs were specifically identified.¹⁵ The USEPA assessment also indicated complications to evaluating health effects of UFPs due to lack of data monitoring, inconsistency in experimental studies as to the definition of UFPs (USEPA defines UFPs as particles <1 micrometer (μm) in aerodynamic diameter), and nonuniform and inconsistent exposure metrics. For these reasons, UFPs are not routinely monitored or regulated by local, state or federal governments.

A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent indoors and out, time spent away from the airport at work or school, and other factors.¹⁶

111. The noise and air quality assessments were conducted in accordance with FAA guidelines for assessing environmental impacts for criteria pollutants and BAAQMD 2017 CEQA Guidelines for criteria pollutants under CEQA as described in the BAAQMD Air Quality Protocol in **Appendix F**. The results of the criteria pollutant analysis are presented in **Section 3.3** of the EIR. TACs were modeled and analyzed using the USEPA dispersion model AERMOD and discussed and summarized in **Section 3.3** of the EIR and **Appendix E**.
112. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of aircraft noise, see Global Response D: Noise.

¹⁵ U.S. Environmental Protection Agency (USEPA), Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, EPA-452/R-22-004. (2022). Retrieved from: https://www.epa.gov/system/files/documents/2022-05/Final%20Policy%20Assessment%20for%20the%20Reconsideration%20of%20the%20PM%20NAAQS_May2022_0.pdf.

¹⁶ Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

113. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
114. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
115. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
116. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
117. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
118. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-333.
119. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
120. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
121. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
122. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
123. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
124. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-587.
125. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
126. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
127. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
128. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
129. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
130. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-297.
131. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.

132. The commenter's statement regarding the impacts of the Proposed Project is acknowledged.
133. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast. For a discussion of aircraft using North Field, see Global Response B: Flight Paths and Procedures.
134. The comment states that studies have found that actual concentrations of gases, particles, and ultrafine particles (identified as "ultraparticles" by the commenter) exceeded those monitored at regulatory sites. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and OEHHA. These procedures reflect the current state of risk evaluation science and incorporate local meteorological effects on TAC concentrations, age-related health exposure parameters, significant conservatism – detailed in Section E.5, Uncertainties, in **Appendix E** and other factors to be protective of sensitive populations. See Global Response F: Human Health Risk Assessment for additional detail regarding the HHRA methodology and example data supporting the reduction in TAC emissions despite anticipated growth between the baseline and future Proposed Project conditions.

The comment also declares that serious adverse health effects from gaseous, particulate, and ultrafine particulate (UFP) aircraft emissions, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia, are underexamined. As discussed above, health effects from gaseous and particulate pollutants are evaluated following the current state of risk evaluation science.

With respect to UFPs, in 2022, the USEPA conducted a policy assessment on particulate matter, which determined that current state of science on the health effects of UFPs are limited and not sufficient to inform policy-relevant conclusions. While the policy assessment indicated that exposure to UFPs can be suggestive of various health effects to the cardiovascular, respiratory, and nervous systems, no causal or likely causal effects for UFPs were specifically identified.¹⁷ The USEPA assessment also indicated complications to evaluating health effects of UFPs due to lack of data monitoring, inconsistency in experimental studies as to the definition of UFPs (USEPA defines UFPs as particles <1 micrometer (μm) in aerodynamic diameter), and nonuniform and inconsistent exposure metrics. For these reasons, UFPs are not routinely monitored or regulated by local, state or federal governments.

¹⁷ U.S. Environmental Protection Agency (USEPA), Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, EPA-452/R-22-004. (2022). Retrieved from: https://www.epa.gov/system/files/documents/2022-05/Final%20Policy%20Assessment%20for%20the%20Reconsideration%20of%20the%20PM%20NAAQS_May2022_0.pdf.

A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent indoors and out, time spent away from the airport at work or school, and other factors.¹⁸

135. The noise and air quality assessments were conducted in accordance with FAA guidelines for assessing environmental impacts for criteria pollutants and BAAQMD 2017 CEQA Guidelines for criteria pollutants under CEQA as described in the BAAQMD Air Quality Protocol in Appendix F. The results of the criteria pollutant analysis are presented in **Section 3.3** of the EIR. TACs were modeled and analyzed using the USEPA dispersion model AERMOD and discussed and summarized in **Section 3.3** of the EIR and **Appendix E**.

Sections 3.3 and 3.7 of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area.

136. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
137. The commenter's statements regarding the City of Alameda's response to the Draft EIR are acknowledged.
138. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur as a result of forecast market demand. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

¹⁸ Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

139. As part of the air quality analysis included in **Section 3.3** of the EIR, a HHRA was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment for a discussion on the methodology and protocol of the HHRA.
140. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

141. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
142. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
143. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
144. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
145. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
146. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
147. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-694.
148. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-28.

149. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-28.
150. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-28.
151. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-28.
152. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-28.
153. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur as a result of forecast market demand. See Global Response G: Greenhouse Gas and Climate Change for further discussion on increased operations at the Airport.
154. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

155. As part of the air quality analysis included in **Section 3.3** of the EIR, an HHRA was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment for a discussion on the methodology and protocol of the HHRA.
156. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
157. The commenter’s statement regarding the City of Alameda is acknowledged.
158. The commenter’s statement regarding aircraft noise causing stress is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of

aircraft operations would occur whether or not the Proposed Project is implemented.

In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

159. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
160. The commenter’s statement regarding opposition to the Proposed Project is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.

In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

161. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-817.
162. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-817.
163. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-817.
164. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-817.

165. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-817.
166. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-817.
167. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
168. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
169. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
170. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
171. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
172. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-67.
173. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1187.
174. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1187.
175. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1187.
176. This comment is a duplicate of a comment received directly from the commenter.
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177. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1187.
178. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1187.
179. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-707.
180. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-707.
181. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-707.
182. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-707.
183. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-707.

184. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA. For a discussion of aircraft using North Field, see Global Response B: Flight Paths and Procedures. For a discussion of aircraft noise, see Global Response D: Noise.
185. The commenter's statement urging the City of Alameda to use independent airport experts to represent the City and the City's residents is acknowledged.
186. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
187. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
188. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
189. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
190. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
191. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
192. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
193. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-235.
194. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
195. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
196. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
197. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
198. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
199. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-194.
200. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-958.
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202. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-958.
203. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-958.
204. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-958.
205. The commenter's statement regarding the opposition to the Proposed Project is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

206. As part of the air quality analysis included in **Section 3.3** of the EIR, an HHRA was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment for a discussion on methodology and protocol of the HHRA.
207. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area.
208. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. The commenter's statement regarding the City of Alameda is acknowledged.

209. The commenter's statement regarding opposition to the Proposed Project is acknowledged.
210. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
211. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
212. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
213. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
214. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
215. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
216. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-236.
217. The commenter's statement requesting the City of Alameda urge the Port to stop the Proposed Project is acknowledged.
218. As defined under CEQA Guidelines Section 15367, the lead agency is the public agency that has the primary responsibility for carrying out or approving the project. As the Board of Port Commissioners is the entity responsible for approving the Proposed Project under CEQA, the Port is the lead agency under CEQA.
219. No new runways have been constructed at OAK, in either South Field or North Field, since 1962. For a discussion of aircraft using North Field, see Global Response B: Flight Paths and Procedures. For a discussion on noise, see Global Response D: Noise.
220. For a discussion of aircraft using North Field, see Global Response B: Flight Paths and Procedures.
221. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-1098.
222. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-1098.
223. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-1098.
224. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-1098.
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226. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-233.
227. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-233.
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232. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
233. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
234. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
235. For a discussion of aircraft noise, see Global Response D: Noise.
236. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
237. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
238. As stated in **Section 2.5.1** of the EIR, Terminal 1 does not meet current California Building Code with respect to structural design and earthquake loads. In addition, Terminal 1 does not meet current fire protection requirements. **Section 4.4.2** of the EIR provides an analysis of retaining Terminal 1 and why this alternative is not viable for implementation. See also Global Response I: Alternatives.
239. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
240. The commenter's statement regarding the City of Alameda is acknowledged.
241. The commenter's statement regarding the opposition to the Proposed Project is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed

Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

242. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
243. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
244. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
245. For a discussion of aircraft noise, see Global Response D: Noise.
246. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
247. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
248. As stated in **Section 2.5.1** of the EIR, Terminal 1 does not meet current California Building Code with respect to structural design and earthquake loads. In addition, Terminal 1 does not meet current fire protection requirements. **Section 4.4.2** of the EIR provides an analysis of retaining Terminal 1 and why this alternative is not viable for implementation. See also Global Response I: Alternatives.
249. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
250. The commenter's statement regarding the City of Alameda is acknowledged.
251. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-530.
252. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-530.
253. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-530.
254. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-530.
255. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-530.
256. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-349.

257. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-349.
258. This comment is a duplicate of a comment received directly from the commenter.
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259. This comment is a duplicate of a comment received directly from the commenter.
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260. This comment is a duplicate of a comment received directly from the commenter.
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261. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-349.
262. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-349.
263. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-349.
264. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-183.
265. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-183.
266. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-183.
267. This comment is a duplicate of a comment received directly from the commenter.
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268. This comment is a duplicate of a comment received directly from the commenter.
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269. This comment is a duplicate of a comment received directly from the commenter.
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270. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-183.
271. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-183.
272. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
273. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
274. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
275. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.

276. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
277. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
278. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
279. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
280. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-1082.
281. Remote Monitoring Terminal (RMT 5) at Garden Isle was included in the noise analysis and can be found in **Table 3.11-11**. The noise office at OAK is continually monitoring the 14 RMTs in the surrounding communities on a daily basis.
282. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
283. The commenter's comment to the City of Alameda regarding the City's request for an extension to the comment period of the Draft EIR is acknowledged. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
284. The commenter's statement to the City of Alameda regarding their concern as to the City's lack of technical expertise to adequately respond to the Draft EIR is acknowledged.
285. The commenter's statement summarizing a quote from a City Council meeting is acknowledged.
286. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
287. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
288. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
289. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
290. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.

291. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
292. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
293. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
294. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
295. This comment is a duplicate of a comment received directly from the commenter.
See the response to Commenter P-619.
296. The commenter's dissatisfaction with the EIR's presentation of the HHRA results is noted.

The HHRA, included as **Appendix E** of the EIR, is presented in a typical format for HHRA produced to support environmental documents, providing a brief introduction and description of the project being assessed (Page E-1), a summary of the general analysis approach and objective (Page E-2), a detailed methodology including references to the CalEPA, USEPA, and BAAQMD guidance for the evaluation of health risks from air emissions, TAC of concern selection criteria and rationale, descriptions of analyzed populations and exposure pathways, exposure parameters for each analyzed population, a robust description of toxicity parameters for all TAC of concern, and explanations of how the aforementioned parameters would be utilized to estimate individual exposures and maximum impacts (Pages E-3 through E-19). Only at the end of the methodology discussion (starting on page E-16) are risk thresholds discussed in the context of how individual exposure and maximum impacts would be assessed.

As referenced in the HHRA on page E-3, BAAQMD has established guidance for the evaluation of project-level project-individual and cumulative TAC exposure. This guidance includes quantitative risk thresholds for use in the context of CEQA, against which risk increments are compared in the HHRA. BAAQMD has included project-level TAC risk thresholds, including thresholds for carcinogenic risks, in their CEQA guidance since at least 1999.

The use of USEPA's AERMOD model for dispersion modeling for the development of local concentrations for the evaluation of health risk assessment is standard industry practice and is specified by CalEPA OEHHA guidance for the evaluation of human health risks.

The commenter's assertion that the EIR's inclusion of widespread receptors extending outward from the airport is diluting the impact indicates a misunderstanding of the risk evaluation process. Rather than the wide breadth of receptors 'diluting' the impact, the broad extent receptors ensures that the maximally exposed individual (MEI) is captured in the analysis. For each and every

receptor analyzed in the EIR HHRA, the calculated concentrations of all TAC of concern are used to estimate the cancer and non-cancer risk of an individual located at that receptor. The maximum impact presented in the HHRA, which is compared directly to the applicable BAAQMD thresholds, represent the maximum impact across all receptors, including vulnerable communities in the vicinity of the airport, and is not a 'diluted' impact. This is described in more detail in the Methodology section of the HHRA, included as **Appendix E** of the EIR.

Lastly, the commenter asserts that the comparison of impacts to determine project impacts is inappropriate. As discussed above, the HHRA is completed consistently with the methodologies prescribed by CalEPA and BAAQMD. These guidances specifically stipulate the use of incremental thresholds and comparison to project's incremental risks. For the commenter's interest, we recommend reviewing the BAAQMD guidance's justification for its use of incremental thresholds.

See also Global Response F: Human Health Risk Assessment.

297. The commenter's notes relating to the naming of the East Oakland and West Oakland monitoring stations are acknowledged. The commenter also suggests that the distance of the West and East Oakland monitoring stations may not be representative of actual local conditions. These conditions are presented to contextualize project impacts and to assist decisionmakers in considering the effects of the project on local air quality. Moreover, because no single monitor perfectly reflects the existing local air quality conditions at the Airport itself, the EIR includes monitoring data summary tables from all Bay Area monitors in the vicinity (**Table 3.3-4** in the EIR) and from those monitoring located closest to the airport (**Table 3.3-5** in the EIR) to provide the broadest context. Moreover, the local air quality conditions are presented in the EIR predominantly for disclosure and contextual purposes, as these monitoring results are not directly referenced in the assessment of project impacts relative to significance criteria, consistent with BAAQMD Guidelines for the evaluation of project-level air quality impacts. The BAAQMD air quality significance thresholds are discussed in detail in **Section 2.2** of **Appendix F** of the EIR.
298. See response to Comment #297 of this letter.
299. As discussed under State CEQA Guidelines Section 15204(a), "reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require the lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters." While the commenter is correct that additional air quality and noise monitoring would provide specific air quality and noise data at a specific location, the results of the HHRA, summarized in Tables E-10 and E-11 in **Appendix E** of the EIR, clearly show that all identified receptors evaluated for human health impacts would be below the BAAQMD significance criteria and that carcinogenic risks would be negative (beneficial) when considering operational contributions. Due to the less than

significant impacts of the Proposed Project, the analysis appropriately provides “decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences” (State CEQA Guidelines Section 15151), and no further monitoring is required. See also Global Response F: Human Health Risk Assessment.

300. The commenter’s statement regarding the City of Alameda letter on the Draft EIR is acknowledged.
301. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-24.
302. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-24.
303. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-24.
304. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-24.
305. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-24.
306. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
307. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
308. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
309. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
310. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
311. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-783.
312. The commenter’s statement regarding the opposition to the Proposed Project is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented.
313. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project. In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the

environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382)..

314. As part of the air quality analysis included in **Section 3.3** of the EIR, an HHRA was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. The comment states that studies have found that actual concentrations of gases, particles, and ultrafine particles (identified as “ultraparticles” by the commenter) exceeded those monitored at regulatory sites. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and OEHHA. These procedures reflect the current state of risk evaluation science and incorporate local meteorological effects on TAC concentrations, age-related health exposure parameters, significant conservatism – detailed in Section E.5, Uncertainties, in **Appendix E** and other factors to be protective of sensitive populations. See Global Response F: Human Health Risk Assessment for additional detail regarding the HHRA methodology and example data supporting the reduction in TAC emissions despite anticipated growth between the baseline and future Proposed Project conditions.

The comment also declares that serious adverse health effects from gaseous, particulate, and ultrafine particulate (UFP) aircraft emissions, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia, are underexamined. As discussed above, health effects from gaseous and particulate pollutants are evaluated following the current state of risk evaluation science.

With respect to UFPs, in 2022, the USEPA conducted a policy assessment on particulate matter, which determined that current state of science on the health effects of UFPs are limited and not sufficient to inform policy-relevant conclusions. While the policy assessment indicated that exposure to UFPs can be suggestive of various health effects to the cardiovascular, respirator, and nervous systems, no causal or likely causal effects for UFPs were specifically identified.¹⁹ The USEPA assessment also indicated complications to evaluating health effects of UFPs due to

¹⁹ U.S. Environmental Protection Agency (USEPA), Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, EPA-452/R-22-004. (2022). Retrieved from: https://www.epa.gov/system/files/documents/2022-05/Final%20Policy%20Assessment%20for%20the%20Reconsideration%20of%20the%20PM%20NAAQS_May2022_0.pdf.

lack of data monitoring, inconsistency in experimental studies as to the definition of UFPs (USEPA defines UFPs as particles <1 micrometer (μm) in aerodynamic diameter), and nonuniform and inconsistent exposure metrics. For these reasons, UFPs are not routinely monitored or regulated by local, state or federal governments.

A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent indoors and out, time spent away from the airport at work or school, and other factors.²⁰ See Global Response F: Human Health Risk Assessment for further discussion on the HHRA.

The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts for criteria pollutants and BAAQMD 2017 CEQA Guidelines for criteria pollutants under CEQA as described in the BAAQMD Air Quality Protocol in **Appendix F**. The results of the criteria pollutant analysis are presented in **Section 3.3** of the EIR. TACs were modeled and analyzed using the USEPA dispersion model AERMOD and discussed and summarized in **Section 3.3** of the EIR and **Appendix E**.

Sections 3.3 and 3.7 of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area.

315. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for

²⁰ Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

316. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. The commenter's statement regarding the City of Alameda is acknowledged.
317. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
318. The commenter's statement regarding the opposition to the Proposed Project is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented.
319. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project. In addition, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382)..
320. See response to Comment #314 of this letter. As part of the air quality analysis included in **Section 3.3** of the EIR, an HHRA was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment for further discussion on the HHRA.
321. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
322. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of

implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. The commenter's statement regarding the City of Alameda is acknowledged.

323. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
324. For a discussion on noise, including CNEL, see Global Response D: Noise.
325. For a discussion on Airport operations see Global Response A: Aviation Forecast.
326. **Section 5.4** of the EIR includes a cumulative analysis of the Proposed Project. Cumulative projects, which include both on- and off-Airport projects, that were included in the cumulative analysis are listed in **Table 5-1** and shown in **Figure 5-1**.
327. For a discussion on Airport operations see Global Response A: Aviation Forecast.
328. The commenter's statement that assumptions in the EIR are contradictory is acknowledged.
329. A No Action analysis was prepared to describe how the No Project Alternative would accommodate the forecast passengers and is included in the EIR as **Appendix D**. An analysis of growth inducement resulting from the Proposed Project is included in **Section 5.3** of the EIR. See also Global Response A: Aviation Forecast. For a discussion on the alternatives analysis and the CEQA requirements related to the alternatives analysis, see Global Response I: Alternatives.
330. As stated in **Section 2.5.1** of the EIR, Terminal 1 does not meet current California Building Code with respect to structural design and earthquake loads. In addition, Terminal 1 does not meet current fire protection requirements. **Section 4.4.2** of the EIR provides an analysis of retaining Terminal 1 and why this alternative is not viable for implementation.
331. The commenter's statement that the EIR indicates that OAK can accommodate larger aircraft without the Proposed Project is correct if remote hardstands are used. As stated in **Section 4.4.3** of the EIR, the use of remote hardstands could accommodate larger aircraft but this alternative would not meet other objectives, such as Project Objective 2 and Project Objective 4 identified in **Section 2.5**.
332. **Section 4.4.3** of the EIR describes the use of remote hardstands to accommodate the increase in enplanements at OAK. As stated in this section, this alternative would not meet other project objectives, such as modernizing the existing facility, providing adequate holdroom space, and providing an acceptable industry level of service. As a result, this alternative that uses remote hardstands is not considered to be viable for implementation.
333. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of

aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.

334. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-172.
335. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-172.
336. This comment is a duplicate of a comment received directly from the commenter. See the response to Commenter P-172.
337. The EIR uses 2019 as the baseline year and analyzes the impacts of the Proposed Project in 2028 and 2038 compared to the baseline year. The year 2019 represents the last full year in which OAK operated without the effects of the COVID-19 pandemic. To use another year as the baseline year would not be representative of the impacts that would occur as a result of the Proposed Project. In addition, the use of noise levels from noise monitoring equipment would not accurately provide the baseline noise levels from which to assess impacts. Noise monitoring equipment detects all sources of noise, not just aircraft operational noise, and would overstate the noise levels experienced. Thus, the CNEL that could be obtained from the noise monitoring equipment would be higher than the results of using the noise model. A higher baseline CNEL would then result in understating any increase in noise from aircraft operations in 2028 and 2038.

The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. See also Global Response C: Baseline Year and Global Response D: Noise.

The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

338. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

339. **Appendix E** of the EIR presents the air quality emission calculations for human health risks, and **Appendix F** provides the Air Quality Protocol. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model are discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. Mitigation measures for air quality are discussed in **Section 3.3.3** of the EIR. Construction and aircraft operational BMPs and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3**. As discussed, no additional aircraft operational emissions are expected compared to the No Project Alternative. Any additional emissions associated with the No Build Alternative and the Proposed Project when compared to the existing conditions are based on forecast market demand and would occur whether the Proposed Project is implemented or not. The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the forecast market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast. The majority of ROG and NOx emissions result from aircraft operations, which would occur as a result of forecast market demand, as described in Global Response A: Aviation Forecast. See also Global Response F: Human Health Risk Assessment.
340. The comment states that black airborne particles accumulating at their residence are the result of aircraft operations and could not be from other sources, such as vehicle activity along the nearby Interstate 880 (I-880) freeway. It further asserts that these particles are "likely carcinogenic" and suggests that the increase in aircraft activity analyzed under the future Proposed Project conditions would increase these particles to "an extremely unhealthy and dangerous level." The comment states that the EIR's conclusion that the Proposed Project would have a potentially cumulatively considerable impact related to criteria air pollutant emissions supports their assertion and suggests that the Port consider additional mitigation measures, such as limiting available aircraft fuel at the airport and installing HVAC systems in local residences to mitigate this alleged impact.

The impact finding in **Section 3.3.3.3** of the EIR and **Appendix E** is specifically in reference to criteria pollutant emissions of NO_x and VOC, which are both gaseous, non-particulate pollutants. Furthermore, as discussed in Section E.4.2 and Section E.4.3.3 and presented in Figures E-4 and E-5 from **Appendix E**, the concentrations of fine particulate matter (PM_{2.5}) would not exceed the BAAQMD criteria of 0.3 µg/m³ for project-only emissions, or 0.8 µg/m³ for cumulative emissions. As shown in those figures, Airport-related PM_{2.5} would not incrementally increase in the residential area northwest of the airport, and only when considering cumulative non-airport contributions would PM_{2.5} concentrations increase in that area, at levels that would not exceed the cumulative significance criteria. Thus, as stated in the EIR, the impact with respect to the health effects of fine particulates would be less than significant and no further mitigation is required with respect to fine particulate health impacts.

With respect to UFPs, in 2022, the USEPA conducted a policy assessment on particulate matter, which determined that current state of science on the health effects of UFPs are limited and not sufficient to inform policy-relevant conclusions. While the policy assessment indicated that exposure to UFPs can be suggestive of various health effects to the cardiovascular, respirator, and nervous systems, no causal or likely causal effects for UFPs were specifically identified.²¹ The USEPA assessment also indicated complications to evaluating health effects of UFPs due to lack of data monitoring, inconsistency in experimental studies as to the definition of UFPs (USEPA defines UFPs as particles <1 micrometer (µm) in aerodynamic diameter), and nonuniform and inconsistent exposure metrics. For these reasons, UFPs are not routinely monitored or regulated by local, state or federal governments.

A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent

²¹ U.S. Environmental Protection Agency (USEPA), Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, EPA-452/R-22-004. (2022). Retrieved from: https://www.epa.gov/system/files/documents/2022-05/Final%20Policy%20Assessment%20for%20the%20Reconsideration%20of%20the%20PM%20NAAQS_May2022_0.pdf.

indoors and out, time spent away from the airport at work or school, and other factors.²²

See also Global Response F: Human Health Risk Assessment.

341. The sleep disturbance analysis detailed in **Appendix M** utilized the single-event noise metric of LA_{max} from all modeled aircraft types to evaluate the potential for awakening. As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise.
342. There is no parking garage proposed as part of the Proposed Project.
343. For a discussion on the Port's efforts related to sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
344. As discussed in **Chapter 4** of the EIR, none of the alternatives that included bay infill were carried forward.
345. The Proposed Project analyzed in the EIR is for the Terminal Modernization and Development Project. This project does not include any new runways or other changes to the existing airfield. The existing airfield has enough capacity to accommodate the increase in aircraft operations that are forecast to occur through 2038. Therefore, no changes to the existing airfield are included as part of the Proposed Project. Further, the Port does not have authority to regulate flight paths and procedures. Federal regulations, enforced through the FAA and TSA, have authority over aspects of air travel including passenger safety and transportation security. Federal regulations require certification of airports, pilots, and aircraft. Operators are required to maintain safe premises and enforce security measures. However, airlines retain control over pricing, destinations or markets served, flight frequency, or types of aircraft flown.

²² Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

Commenter A-6

Cindy Lemaire

City of San Leandro

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577
www.sanleandro.org



October 16, 2023

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

SUBJECT: OAK Terminal Modernization and Development Project DEIR

Dear Ms. Liang:

Attached please find comments from the City of San Leandro on the Draft Environmental Impact Report for the OAK Terminal Modernization and Development Project. The City appreciates the opportunity to review the draft document and looks forward to continued coordination between our two agencies.

If you have any questions about the City's comments, please feel free to call me at 510.577.3348 or contact me by email at clemaire@sanleandro.org.

Sincerely,

Cindy Lemaire, AICP CNU-A Senior Planner
Community Development Department

Juan González III, Mayor
City Council:

Victor Aguilar, Jr.
Xouhoa Bowen

Bryan Azevedo
Celina Reynes

Peter Ballew
Fred Simon



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General

1. In the Project Description, on page 2-6, the DEIR states that new aviation activity would occur with or without the proposed project. Please address the following questions:
 - a. What is the source for this assumption?
 - b. Would the airport be able to accommodate the forecasted level of aviation activity without the proposed project?
 - c. Would the proposed project affect the demand for aviation activity at the airport through the removal of operational constraints and modernization of the facility?

2. What are the risks or consequences of allowing the passenger experience to deteriorate to below industry standards? Would that affect demand for aviation activity at OAK?

Air Quality

3. Operational impacts on air quality are described as being potentially significant (page 3.3-38). Please address the following questions:
 - a. Would this be the case if there were no change in operations?
 - b. Does the air quality analysis assume that aircraft emissions will remain the same on a per-passenger or per-operation basis?
 - c. Is the increase in emissions (Table 3.3011) due to the projected increase in operations from 2028 to 2038?

4. What is causing the emissions from vehicle trips, building energy use, waste, and water/wastewater to increase in 2038, as shown on Table 3.7-4?

5. With new emission regulations in place, why wouldn't a reduction in per-unit-measure emissions be expected?

San Leandro is situated adjacent to and downwind of OAK and lies in the runway approach area. Consequently, San Leandro's residents experience air pollutants resulting from activity associated with OAK. The Environmental Justice Element of San Leandro's General Plan identifies two policies aimed at reducing residents' exposure to airport-related air pollutants:

Policy EH-3.7 Aircraft Emissions. Advocate for greater local and regional control over air pollution caused by aircraft, including ground operations and flyovers from Oakland International Airport.

Policy T-1.9 Impacts of Transportation Facilities. Work with public and private agencies to reduce the negative impacts (noise, vibrations, fumes, etc.) of major transportation facilities and transit vehicles on adjacent land uses.

6. In light of these policies, San Leandro suggests mitigating air quality impacts that are under local control through means such as converting the ground service fleet to electric power as early as possible, working with BART to provide service to the airport during the airport's business hours, and providing public ground transportation to and from the airport for passengers and employees.

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Hydrology and Water Quality

6. The storm drain and sanitary sewer systems along the frontage of the proposed employee parking lot at Doolittle Drive and Eden Road are owned and maintained by the City of San Leandro. Any proposed connections to these facilities will need to be reviewed and approved by the City of San Leandro Public Works Department.

7

Noise

7. The noise estimation methodology does not capture the disruption of individual aircraft operations. Aircraft noise in the vicinity of the airport is not a steady state (represented by an average), but a constant cycling through rise and decay. In many ways, this type of noise is more disruptive to daily activities than a consistent noise volume. Does the Port anticipate any measures by the FAA to further reduce aircraft operation noise? Additional noise impacts to San Leandro from the forecasted increase in aviation activity should be mitigated to fullest extent possible.

8

Transportation

8. The proposed employee parking lot at Doolittle Drive and Eden Road may increase traffic hazards by increasing passenger vehicle traffic in an area frequented by heavy truck traffic. The Port shall work in close cooperation with the City of San Leandro's Public Works Department to reduce traffic safety impacts, and coordinate any needed frontage improvements, driveway alignments, traffic control devices, and other infrastructure.

9

Response to Commenter A-6

1. For a discussion as to the Airport's ability to accommodate forecast passenger growth, see **Section 2.4** in the EIR and **Appendix D**. For a discussion of forecast enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.
2. The forecast of passenger enplanements is based on a variety of factors, including population and economic activity and reflects the market demand for service at OAK.
3. Theoretically, if no change in operations were to occur at OAK, no change in emissions would occur. The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. The analysis does not make any assumption regarding a limitation on the number of flights and instead takes a conservative approach to identifying the increase in emissions that could occur at OAK from the Proposed Project.

The air quality analysis is based on a variety of factors. However, a per-passenger or per-operation basis is not used for the analysis. This is because the rate of increase in forecast passenger enplanements and the rate of increase in forecast aircraft operations are not the same.

As stated in **Section 3.3** of the EIR, the increase in emissions occurs because of an increase in aircraft operations, an increase in building energy use, an increase in vehicle trips, and other factors.

4. As stated in **Section 3.3** of the EIR, the increase in emissions from vehicle trips, building energy use, waste, and water/wastewater is associated with the increase in passenger enplanements and the increase in square footage of the buildings at OAK.
5. A reduction in per-unit measure emissions could occur with new emissions regulations. The EIR provides a conservative approach to the analysis and does not take those potential per-unit emissions reductions into account.
6. **Section 3.3** of the EIR identifies the variety of measures that the Port can implement to reduce emissions at OAK. One of those measures is to provide electrical infrastructure through the terminals and cargo areas for use by commercial and cargo airlines. This would enable the conversation of ground service equipment from diesel power to electric power.

In addition, the Proposed Project includes the provision of a BART access covered walkway (Project Component L-9). This would enhance the public's use of BART to access OAK.

Finally, public ground transportation already is provided to OAK by AC Transit and that service would not be affected by the Proposed Project.

7. The commenter's statement regarding the storm drain and sanitary sewer system along the frontage road of the proposed employee parking lot (Project Component L-2) is acknowledged.
8. For a discussion on the methodology used for the noise analysis, see Global Response D: Noise. At this time, the Port does not anticipate any measure by the FAA to reduce aircraft operation noise.
9. The commenter's statement regarding the need to work with the City of San Leandro to reduce traffic safety impacts associated with Project Component L-2 is acknowledged.

Commenter A-7
Christopher Jones
Federal Aviation Administration

Good Morning Colleen: What is OAK's latest draft of a NEPA project schedule for the OAK terminal modernization and development project?

1

Response to Commenter A-7

1. The NEPA schedule is still being determined. The FAA will be the lead agency for NEPA.

Commenter A-8

Katherine Pan

San Francisco Bay Conservation and Development Commission

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San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

October 16, 2023

Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, CA 94607
Via email: cliang@portoakland.com
ATTN: Colleen Liang

SUBJECT: Notice of Availability of the Draft Environmental Impact Report for the Oakland International Airport Terminal Modernization and Development Project
(SCH# 2021050164); BCDC Inquiry File No. MC.MC.7415.26

Dear Ms. Liang:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland International Airport Terminal Modernization and Development Project received by our office on July 17, 2023.

The San Francisco Bay Conservation and Development Commission (BCDC) is a responsible agency for this project and will rely on the certified EIR when considering approvals related to the project. While the description of the project in the DEIR 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 authority that should be addressed as part of the EIR or through the BCDC permitting process. The Commission itself has not reviewed the DEIR; the following comments are based on BCDC staff review of the DEIR, the McAteer-Petris Act (Title 7.2 of the California Government Code), and the *San Francisco Bay Plan* (Bay Plan),¹ as well as staff's comments on the project's Notice of Preparation (NOP), dated June 9, 2021.

Based on the DEIR, we understand that the Proposed Project will include the following components:

- **Demolition or Removal of Existing Facilities.** Demolish or remove the catering building and associated parking; a portion of employee parking in the Neil Armstrong Lot; the Terminal 1 ticketing and baggage claim building; office and storage buildings north and west of Terminal 1; the fuel rack and below-grade fuel systems west of Terminal 1;

¹ The most recent version of the Bay Plan (2020) can be found at <https://www.bcdc.ca.gov/publications/index.html>.



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remote and cargo aircraft parking positions and taxi lanes west of Terminal 1; employee parking north of Terminal 1; the multi-tenant cargo/support building and associated parking; economy parking lot; the provisioning building and associated parking; the OMC hangar and related structures and nearby storage building; the park and call lot; and a portion of the main parking lot inside the Airport Drive loop.

- **New Passenger Terminal.** Construct a new approximately 830,000-square-foot terminal north of Terminal 1, with a connector building joining the new terminal and Terminal 1. The new terminal would be located in the area currently occupied by the multi-tenant cargo building, fuel rack and below-grade fuel systems, offices and storage buildings, remote and cargo aircraft parking and taxilanes, employee parking, and economy parking, to be demolished or removed. The new terminal would include up to 25 aircraft gates.
- **Terminal 1 and 2 Modernization.** Renovate and expand concourses in Terminal 1 and Terminal 2; expand the existing international arrivals facilities in Terminal 1; expand the ticketing/check-in area in Terminal 2; develop a new outbound baggage makeup area, remote screening room, and additional passenger airline baggage service support offices in Terminal 2; and extend and reconfigure the inbound baggage area in Terminal 2.
- **Airfield Improvements.** Construct an aircraft apron at the new terminal. Develop new taxilanes and/or taxiways on all sides of the new terminal apron, new or relocated connections to existing taxiways, and reconfiguration of existing taxilanes. Develop new taxilanes adjacent to the replacement remote and cargo aircraft parking positions.
- **Landside Improvements.** Develop new employee parking facilities at the North Field Lot, the Golf Course Lot, the Neil Armstrong Lot, the Terminal Approach Lot, and the Terminal Infill Lot. Develop new public parking facilities at the Ron Cowan Lot and the Maitland Lot. Extend portions of the terminal curbside to provide new passenger loading and unloading curbs in front of the new terminal. Construct a new covered walkway between the existing BART Connector station and the new terminal. Construct a second terminal return roadway to access the new terminal curbside.
- **Airport Support Facilities.** Construct a replacement cargo building and associated parking, replacement remote and cargo aircraft parking positions, replacement airline and airport support building and associated parking, and replacement belly cargo building and associated parking.
- **Utility Improvements.** Expand the existing central utility plant adjacent to Terminal 1. Construct a replacement fuel rack and below-grade fuel systems. Expand, relocate, and upgrade the existing fuel system along the Bay. Relocate, expand, and upgrade existing utility systems, including electrical, sewer, stormwater, and telecommunications.



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BCDC 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). Our June 9, 2021, comments on the NOP noted that a portion of the Proposed Project may be located within BCDC permitting jurisdiction, and stated that the EIR should clearly identify BCDC's jurisdiction through mapping, and describe the project components taking place within BCDC jurisdiction. The DEIR appears to include only a brief definition of BCDC's jurisdiction on page 3.4-5 and generally notes that the pump house, fuel farm, and North Field Lot would be located within the 100-foot shoreline band, but does not appear to include any mapping of BCDC's jurisdiction in relation to the Proposed Project. Thus, it is difficult to clearly identify the policies or regulations which may be relevant to the project. Please include mapping and a description of BCDC's jurisdiction in the Final EIR such that it is clear what project components will be subject to BCDC's laws and policies. The mapping should include the extent of the Commission's Bay jurisdiction, typically defined as Mean High Water or, in areas of tidal marsh, the landward extent of marsh vegetation up to 5 feet above Mean Sea Level, as well as the extent of the Commission's shoreline band jurisdiction, defined as all territory located between the shoreline of the Bay and 100 feet landward of and parallel with the shoreline (Government Code Section 66610).

1

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.

Land Use and Planning

As noted in our June 9, 2021, comments on the NOP, 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.

2

The DEIR includes a description of the Bay Plan and Airport Priority Use Area in Section 3.10 (Land Use and Planning). Please note that the summary of Airport policies on Page 3.10-3 should include the numbers of the relevant policies. Staff also requests that, generally, the EIR quote policies in the settings rather than paraphrasing them in order to avoid possible misinterpretations and to allow readers to review the policy text directly.



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The DEIR also discusses the project's compatibility with the Bay Plan in relation to Impact Analysis 3.10.3.2, whether the project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Note that the discussion on page 3.10-17 is quite brief and, while it states that "the Proposed Project would not affect coastal resources," there is no detailed analysis provided that leads to that conclusion. As noted in our NOP comments, the Bay Plan includes a number of policies that address Bay resources, including, but not limited to, water quality; airports; safety of fills; appearance, design, and scenic views; public access; and others. Simply because a project does not include a fill component does not mean that it would not have the potential to conflict with the Bay Plan in other ways. Whether in Section 3.10, or in other sections of the EIR and referenced, the analysis should establish that the Proposed Project would be consistent with the Bay Plan as a whole.

Additionally, it is important to note that identifying the extents of BCDC's jurisdictional areas is a critical step in determining whether or not a project includes Bay fill, as any work below Mean High Water (or the shoreline in areas of tidal marsh) or on previously filled areas may be considered Bay fill.

3

Biological Resources

Section 3.4 (Biological Resources) includes a brief discussion of the McAteer-Petris Act and the Bay Plan. However, while the only Bay Plan policy section noted on page 3.4-5 is the section on airports, there are a number of other Bay Plan policy sections that are relevant to biological resources, including Fish, Other Aquatic Organisms and Wildlife; Water Quality; Tidal Marshes and Tidal Flats; and Mitigation. Please review the Bay Plan in its entirety and include the relevant policies in the regulatory setting for this chapter, as well as make any necessary revisions to the impact analyses to ensure consistency of the analysis with the updated settings.

4

Transportation

Section 3.13 (Transportation) includes references to the Bay Plan's Transportation and Public Access policies in the regulatory setting and in Impact Analysis 3.13.4.1. Note that there are public access routes in the vicinity of the Proposed Project Area that are required as conditions of approval for existing BCDC permits, including the bike lanes along Doolittle Drive, and along Ron Cowan Parkway, Airport Drive, and the golf course. While Impact Analysis 3.13.4.3 concludes that the circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site, there is not yet adequate detail in the analysis to support that conclusion. In either Impact Analysis 3.13.4.1 or 3.13.4.3, there should be a more detailed analysis of how the relocation of the parking lots to the Ron Cowan Parkway/Airport Drive intersection and Doolittle Drive and the associated changes in circulation patterns would affect traffic and the potential for motorist/bicycle/pedestrian

5



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conflicts along those routes. This assessment should cite how 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.

5

Other Sections of the DEIR

As noted in our NOP comments, there are a number of other policy areas within the Bay Plan that should be considered as part of the EIR settings and analysis, as referenced below.

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:

6

- **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.

HYDROLOGY AND WATER QUALITY/HAZARDS AND HAZARDOUS MATERIALS

The EIR should consider the following policy issues as part of its Hydrology and Water Quality and Hazardous Materials analyses.

7

Water Quality

The Bay Plan includes the following policies in its Water Quality section, which should be included in the regulatory setting for this chapter of the EIR.

- **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....



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- **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.

7

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.

8

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.

9

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



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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.

As part of the flood hazard analysis, BCDC urges the Port to include mapping of potential sea level rise scenarios using the best available science for projected water levels. The analysis 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 October 2023, 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

A comprehensive analysis would 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.

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 over time and assess how such protection would be consistent with policies of this section.

9

10

² Available at: http://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OP_C_SLR_Guidance-rd3.pdf.

³ Access resources and the Flood Explorer at <http://www.adaptingtoringtides.org/maps-and-dataproducts>.



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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 DEIR stated that the Proposed Project does not include Bay fill. Please confirm this statement by providing a description and depiction of BCDC’s jurisdiction and any work taking place within its jurisdiction.

11

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....

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.”

12

In considering impacts related to resource topics such as air quality, hazards and hazardous materials, 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.



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We appreciate your attention to the topics discussed above and for the opportunity to make the above comments on the DEIR. Note that any analyses related to BCDC laws or policies not completed as part of the environmental review process will ultimately need to be completed as part of the BCDC permitting process. If you have any questions or concerns regarding this matter, please do not hesitate to contact me at (415)-352-3650 or by email at katharine.pan@bcdc.ca.gov.

Sincerely,

DocuSigned by:

157169C7B19F403...

KATHARINE PAN
Shoreline Development Program Manager

San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510
San Francisco, California 94105
Tel: 415-352-3600
Fax: 888 348 5190
Email: info@bcdc.ca.gov
Website: www.bcdc.ca.gov

KP/ra

cc: State Clearinghouse



Response to Commenter A-8

1. A map showing the approximate boundary of San Francisco Bay Conservation and Development Commission (BCDC) jurisdiction in related to the project study area and the project components has been added to **Section 3.10**. This map (**Figure 3.10-1**) shows that the only project component within BCDC jurisdiction is Project Component U-3: Upgrade of Fuel System, specifically the upgrading of the existing fuel farm.
2. **Section 3.10** of the EIR has been revised to provide the BCDC policy numbers and provide the exact text of each policy.
3. **Section 3.10** of the EIR has been revised to include a more detailed discussion regarding the Proposed Project's consistency with the Bay Plan.
4. **Section 3.4** of the EIR has been revised to include a more detailed discussion regarding the Proposed Project's consistency with Bay Plan policy sections that are relevant to biological resources.
5. **Section 3.13** of the EIR includes an assessment of whether the Proposed Project would have a significant effect on the environment based on the four transportation CEQA questions. The question most applicable to safety is "would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)." The assessment of the Proposed Project's potential effect related to this question is addressed in **Section 3.13.4.3** of the EIR. The EIR is not obligated to propose measures to improve or enhance traffic safety or encourage transit use unless a significant impact is found to occur. Additional opportunities to improve safety will be considered in the design phase of the Proposed Project.
6. **Section 3.2.1** of the EIR has been revised to include the policies cited by the commenter. In addition, **Section 3.2.3.1** of the EIR has been revised to include a discussion regarding compliance with these policies.
7. **Section 3.9.1.1** of the EIR has been revised to include the policies cited by the commenter. In addition, **Section 3.9.3.6** of the EIR has been revised to include a discussion regarding compliance with these policies.
8. **Section 3.9.3.6** of the EIR has been revised to include a discussion indicating that the Proposed Project would not disturb and/or mobilize contaminants into the Bay.
9. For a discussion on the Port's efforts related to sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. The Proposed Project would not alter any shoreline protection facilities at OAK. Therefore, a discussion of shoreline protection is not warranted for this EIR.
11. See the response to Comment #1 of this letter.
12. For a discussion related to AB 617, see Global Response E: Environmental Justice and Community Engagement.

Commenter A-9
Connell Dunnings
US Environmental Protection Agency



SAN FRANCISCO, CA 94105

October 16, 2023

Ms. Colleen Liang
Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, California 94607

Subject: EPA comments on the Oakland Airport Draft Environmental Impact Report

Dear Colleen Liang:

The EPA has reviewed the Draft Environmental Impact Report prepared by the Port of Oakland to assess the environmental impacts of a proposal to construct and operate improvements to the Oakland International Airport, including the demolition of existing facilities and adding net 16 gates. While the document available for review was prepared to comply with California Environmental Quality Act requirements, the EPA is also providing our feedback and recommendations to the Federal Aviation Administration. The EPA encourages Port of Oakland to consider our feedback provided below when preparing the Final EIR and future National Environmental Policy Act compliance analyses. The EPA understands that there is no federal action at this time, and we understand FAA may prepare an Environmental Impact Statement or Environmental Assessment should the project proceed and should a federal action be proposed that requires NEPA compliance. These comments are also intended to contribute to early environmental review coordination to assist FAA as *"Information exchanged among the Sponsor, Consultants, and environmental specialists fosters effective, efficient airport planning. It also promotes completing the subsequent NEPA process in a timely, efficient manner."*¹

Community Engagement

The Draft EIR describes the AB 617 effort that includes community air monitoring and community emissions reduction programs, including funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies, as well as grants to support community participation in the AB 617 process. The Draft EIR states that AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. The EPA appreciates that the Draft EIR acknowledges this effort to provide an opportunity to continue to enhance air quality planning efforts

1

¹ California Airports Best Practices Guide, <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/f0017458-californiabestpracticesguide-20080715.pdf>

and better integrate community, regional, and state-level programs to provide clean air for all Californians.²

1

Recommendations:

Because the East Oakland community (including Oakland Airport within the defined footprint) was selected by BAAQMD in 2022 to develop a Community Emissions Reduction Plan, it would be helpful to include in the Final EIR information related to the East Oakland community input on the proposed Oakland Airport Expansion. Specifically, describe in the Final EIR what concerns have been identified by the East Oakland community and how the project design, construction schedule and phasing, and future operations been revised to be responsive to East Oakland community input. In the Final EIR, describe the Port of Oakland role as steering committee member of the AB 617 East Oakland Steering Committee and how that role has allowed for critical community input to shape the ultimate project design.

Revise the Analysis Build Year to Disclose Impacts Beyond 2038

The Draft EIR uses the planning horizon year 2038 for assessing and disclosing potential impacts. Given the length of time the intended project will be operational and given that the project construction is not estimated to be completed until year 2030, there are impacts beyond year 2038 that would be valuable to disclose for purposes of designing the project and mitigating impacts.

2

We note that Table 3.3-7, Proposed Construction Components Anticipated Start and End Times (pages 3.3-23 and 3.3-24) states that elements are still under construction in year 2028, including the New Terminal and expansion of a Central Utility Plant, and that Construction of Modernization of Existing Terminals 1 and 2, Demolition of Terminal 1 Ticketing and Baggage Claim, and Parking Lot Construction are not estimated to be under construction until 2029 and later. Further, there are multiple other components that will not be completed until year 2030. It would be beneficial for the public and decisionmakers to better understand the impacts to the environment and to communities well beyond a mid-construction milestone year of 2028, and beyond year 2038, which is just 8 years after construction is estimated to be finalized.

Recommendations: Revise the horizon year for estimates of potential environmental impacts to beyond 2038 for each resource area analyzed to inform design and disclosure of impacts. Provide additional analysis across all resource areas to fully understand what potential impacts across various resource areas may result beyond just looking 8 years after construction is complete. Extending the analysis horizon will also aide in any future use of the underlying EIR analyses to justify future NEPA compliance.

3

Revise the No Action to Reflect a More Reasonable Maximum Capacity

The objective criteria in the Draft EIR appear to identify current limits on passenger and aircraft capacity. Objective Criteria #2 explains that the current terminals were designed to handle 8 to 10 million annual passengers, but the airport handled more than 13 million in 2019. The Draft EIR then states that, consequently, the facilities do not meet industry standard levels of service for hold rooms,

² California Air Resources Board (CARB). (2023). Community Air Protection Program. Retrieved May 2023, from: <https://ww2.arb.ca.gov/capp/about>

baggage claim, ticketing, security screening, etc. Objective Criteria #3 states that terminal parking locations prohibit large aircraft from parking (onboarding/offboarding?) in adjacent terminals, because the terminals were designed with smaller aircraft in mind. Because of the airports current limitations, we recommend revising the Draft EIR assumption that, “the OAK aviation activity projected in these forecasts would occur regardless of whether the Proposed Project is implemented.”

3

We acknowledge that some growth at the Oakland Airport will occur even if the facilities are not upgraded; however, that growth is not unlimited. It would be beneficial to understand the actual, on the ground constraints of the current airport designed to handle 8-10 million annual passengers, and how the existing facility is not capable of handling more than 24 million without additional infrastructure.

Recommendations:

We recommend the “No Action” be revised to reflect a “reasonable maximum capacity” of the existing facilities and evaluate the air quality (and other resource) impacts that occur from the expansion of the Airport beyond that “reasonable maximum capacity.” In the Final EIR, compare the proposed expansion against this more reasonable maximum capacity in order to better and more clearly disclose to the public the full impacts from the expansion across all resource areas (Air Quality, Noise, Parking, Traffic, etc.).

San Francisco Bay Water Quality

There are currently water quality management efforts underway in the San Francisco Bay proximate to the Oakland Airport.^{3,4} We note that San Francisco Bay is currently listed as impaired pursuant to Clean Water Act Section 303 for mercury and PCBs; the mercury Total Maximum Daily Load (TMDL) was adopted by the EPA in February 2008; and the PCBs TMDL was adopted by EPA in March 2010. The PCB TMDL implementation is led by the San Francisco Bay Regional Water Quality Control Board. Activities listed in the implementation plan for the PCB TMDL include:

- *Implement PCBs control measures (source control, stormwater treatment, and pollution prevention), so that PCBs loads are reduced by 3 kg/yr by June 30, 2020*
- *Evaluate whether PCBs are present in sealants used in storm drain or roadway infrastructure*
- *Implement programs for controlling PCBs when structures built 1950-1980 are demolished.*
- *Stormwater Permittees monitor for PCBs in surface water and sediments.*

4

Recommendations:

Include in the Final EIR the above-listed measures, where appropriate, to maximize monitoring and management of PCBs as a part of the project construction and operation. Update Section 3.9.2.2 to reflect PCBs and the information on page 3.8-21 regarding the commitment to prepare a soils Site Management Plan, to reflect the need to assess and manage for potential PCBs. Due to the high concentrations of PCBs in sediment in San Leandro Bay and focused research and water quality management in that area, the EPA recommends that the Port of Oakland commit to thorough soils testing for all site disturbance at the airport demolition and

³ <https://www.sfei.org/documents/priority-margin-unit-stormwater-monitoring-support-load-estimates-pcbs-san-leandro-bay-and>;

⁴ https://www.sfei.org/sites/default/files/biblio_files/PMU%20Stormwater%20Monitoring%20Report.pdf

construction sites to ensure that disturbed areas and any construction materials or buildings in the expansion project are tested for PCBs and disposed of properly if found to have high levels.

4

Air Quality and Greenhouse Gas Emissions

Section 3.7.3.1 of the Draft EIR explains that Oakland Airport is a part of the ACI Airport Carbon Accreditation (ACA) Program and has achieved Level 1 Accreditation: *Mapping* and explains that the Airport Carbon Accreditation is an international program that requires its airport members to commit to activities that reduce emissions and provide evidence of effective carbon management procedures. As part of Level 1 accreditation, the Port has developed and has signed a Carbon Reduction Statement. The Draft EIR further states that, “The Port is committed to achieving subsequent levels of accreditation, which would require the Port to track GHG emissions and demonstrate further emissions reductions.” We note the October 9, 2023, news that the Airport has, since publication of the Draft EIR, achieved Level 2 Accreditation:

5

For Level Two certification, Oakland International Airport (OAK) was required to develop:

- *Carbon emission inventories for 2021 and 2022;*
- *Reduce carbon emissions year-over-year;*
- *Identify a non-binding carbon emission reduction target (to reduce by 50 percent by 2030); and*
- *Develop a Carbon Management Plan.*

OAK met all requirements and now maintains Level Two status as of last week. There are a total of six levels of accreditation in the program and OAK is actively pursuing the next levels of accreditation.

“The Port of Oakland is dedicated to its efforts to reduce emissions at Oakland International Airport, and OAK is proud to announce this milestone of achieving Level Two accreditation status,” said Craig Simon, Interim Director of Aviation at the Port of Oakland. “While we still have much work ahead of us to achieve our long-term goal of zero emissions, we wish to recognize and applaud this important accomplishment by our Port environmental teams.

Long term, the Port of Oakland plans to reach zero emissions operations at OAK by 2040. The United States and Canada have committed to achieving net zero emissions at airports by 2050”.⁵

In light of the major contribution to greenhouse gas emission from the aviation sector, it is encouraging that the Port of Oakland is committed to the goal of reducing its carbon footprint. It is critical for Port of Oakland to commit to all practicable measures to reduce impacts and the subject EIR provides a forum to disclose to the public and decisionmakers how specific commitments to achieve zero emissions at OAK can be realized by 2040, roughly the same timeframe of EIR.

⁵ <https://www.oaklandairport.com/oakland-airport-awarded-level-two-airport-carbon-accreditation/>

<p>Recommendations:</p> <p>Clearly indicate in the Final EIR the above-referenced “non-binding carbon emission reduction target (to reduce by 50 percent by 2030)” and “plans to reach zero emissions operations at OAK by 2040”. Identify what the exact commitments associated with Oakland Airport proposed renovations, and operations, are to achieve these goals.</p> <p>Update the Carbon Management Plan included in the Draft EIR, and referenced above, to revise the currently described proposed actions. Rather than listing the actions in non-binding language, using terminology such as “may include”, we recommend that Port of Oakland revise the measures to clearly indicate commitments as clear, auditable green building and renewable energy requirements.</p> <p>To ensure green building requirements are prioritized and met, commit to building to LEED Platinum, or equivalent third-party green building certification for the proposed expansion, as Oakland Airport has done in the past (p. 3.7 -18) and as other airports have (i.e. San Francisco International Airport). Identify how the proposed construction and operation will meet the City of Oakland Municipal Code Green Building requirements that address the City’s commitment to green building, specifically, the Green Building Ordinance for Civic Projects (No. 12658) that addresses requirements for non-residential new construction, and require compliance with LEED v4 checklist and CALGreen mandatory measures (p. 3.9-7)</p> <p>Identify the zero-emission ground access vehicles and ground service equipment currently in the fleet and specify the additional ZE equipment that will be implemented by 2030 and by an extended horizon year beyond 2038.</p> <p>Identify the specific energy saving measures Oakland Airport is currently committing to and state the specific energy saving project features that Port of Oakland and FAA will commit to as a part of the renovations proposed. This may include use of battery storage such as the Bloom Energy technologies at the Fedex facility at the OAK Airport and/or the amount of rooftop/other solar planned to be installed.</p> <p>Require zero emission alternatives to back-up when feasible, otherwise require Tier 4 final generators.</p> <p>Discuss the current and future use of alternative fuels, such as renewable diesel and sustainable aviation fuel, in the different fleets. Require all diesel fleets switch to renewable diesel by 2030 and have airline tenants set a 10% sustainable aviation fuel usage goal by 2030 (this is the current Southwest Airlines goal at OAK).</p>	5
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Air Quality and Stationary Sources

It is not clear why the Draft EIR, in describing the current setting for operation emissions in Section 3.3.2.4 assumed the presence of “two natural gas boilers, each rated at 250 boiler horsepower (BHP) ” even though in the same section of the Draft EIR it is disclosed that “these two boilers were replaced in 2022 with five new natural gas boilers, each rated at 2.0 million British thermal units per hour (MMBtu/hr)”. Also, it is unclear why Port of Oakland analyzed, in the section disclosing environmental impacts, that operational emissions into the future assumes “5 new natural gas-fired boilers” when

6

Section 3.3.3.2 clearly states that, “the Port plans to electrify all new boilers”. Page 3.7-21 states that, “Stationary source emissions would be reduced in 2028 and 2038 as a result of boiler efficiency upgrades”; however, those upgrades have already occurred, in 2022, so the conclusion that the proposed renovations analyzed in the subject Draft EIR will produce these efficiencies is misleading.

6

The Draft EIR and future NEPA documentation is the appropriate forum to disclose to the public what is actually the current setting (now in 2023) and what changes will be committed to into the future to reduce emissions. While the Draft EIR states an intention to use a baseline of 2019 for the analysis, for cases where the existing setting is clearly different from 2019, it is appropriate to reflect the current setting.

Recommendations:

Update the Environmental Setting to accurately document the presence of the 5 natural gas boilers as the existing baseline setting before implementation of the project. Update the environmental impacts section accordingly to note no change in efficiency (because the 5 natural gas boilers are already present) in regards to the boilers.

If Port of Oakland intends to electrify stationary sources/backup generators that are currently natural gas boilers, then indicate this intention to electrify all new boilers, analyze the beneficial impacts associated with such a commitment (list the reductions to be achieved in Table 3.7-4 Estimated Change in Operational GHG Emissions From 2019 (Mtc2E/Year), and clearly indicate a timeframe for implementing the commitment within the context of Port of Oakland intention to reach zero emissions operations at OAK by 2040, as stated above.

Air Quality Emissions Estimates

The Draft EIR does not appear to provide a vehicle and equipment inventory which makes it difficult to review and understand the potential sources of impacts to air quality. Appendix F- Air appears to just provide the CALEEMOD print. Further, there is additional information that would be helpful to further explain in the Final EIR.

7

Recommendations:

In the Final EIR, provide an inventory of vehicle and equipment anticipated to contribute to emissions so that the potential sources of emission impacts are disclosed.

Include the AEDT report and summary tables, for transparency, in the Final EIR. Correct the internal inconsistency regarding AEDT version referenced to provide impact analysis. Appendix F states that modeled aircraft emissions referenced AEDT Version 3d (previous version); however, the Draft EIR references Version 3e (current). Correct emissions numbers for the Final EIR and future NEPA documentation.

Reuse, Recycle, and Compost

Port of Oakland can reduce environmental impacts, along with waste management costs and disposal fees, through well-established and low-tech waste management best practices that drive waste reduction and diversion. These strategies, which include reuse, recycling, and composting of materials that would otherwise be sent to a landfill or combustion facility, are applicable to both municipal solid waste and construction and demolition debris categories covered by the goals of Executive Order

8

14057, signed by President Biden on December 8, 2021 to reestablish the federal government as a leader in sustainability. It directs agencies to prioritize products that can be reused, refurbished, or recycled; purchase products that contain recycled content, are biobased, or are energy and water efficient; and, to the maximum extent practicable, purchase sustainable products and services identified or recommended by the EPA. As the information presented in the Draft EIR may be referred to for future use by the FAA, it would be helpful for the Final EIR to address reuse, recycling, and composting.

8

EPA prioritizes reuse over recycling in our Materials Management Hierarchy because it reduces waste and greenhouse gas emissions that contribute to climate change by avoiding the production and transportation of new materials⁶. Further, the EPA encourages deconstruction and reuse of materials, if possible, rather than incineration or landfill disposal. Deconstruction reduces disposal site health impacts, reduces spread of toxics from demolition dust (lead, hidden asbestos), provides local jobs and job training, and provides low-cost rebuilding materials. In addition, these strategies reduce greenhouse gas emissions that contribute to climate change.

The EPA appreciates that Section 3.7.2.7 of the DEIR acknowledges the importance of reuse to reduce landfill methane: “Solid Waste GHG emissions from landfill disposal occur primarily from CH4 produced when non-biogenic waste breaks down in a landfill. Materials diverted from the waste stream through reuse and recycling do not end up in the landfill or contribute to the GHG emissions total.” The Oakland 2030 Equitable Climate Action Plan also recognizes the importance of reuse and includes actions to “Support the Reuse, Repair, Recovery, and Refurbishment Economy” and “Establish a Deconstruction Requirement”⁷. The Draft EIR proposes demolition of the following facilities, creating an opportunity to reuse materials from these facilities prior to recycling:

- D-1 Demolition of Catering Building
- D-3 Demolition of Terminal 1 Ticketing and Baggage Claim
- D-4 Demolition of Offices and Storage Buildings
- D-8 Demolition of Multi-Tenant Cargo / Support Building
- D-10 Demolition of Provisioning Building
- D-11 Demolition of OMC Hangar and Related Structures
- D-12 Demolition of Storage Building

However, the EPA notes that although the Draft EIR cites many policies requiring “reuse and recycling” diversion requirements, including the Alameda County Green Business Ordinance, 2022 California Green Building Standards Code, Alameda County Waste Reduction and Recycling Act of 1990, there is no commitment to include any specific plans to *reuse materials from the buildings designated for demolition beyond a possible interpretive art exhibit incorporating reused building materials (3.5.3.1)*.

Recommendations: To reduce Climate, Solid Waste and Historic Resource impacts, For questions about materials management through deconstruction and reuse, please contact

⁶ EPA, Sustainable Materials Management: Non-Hazardous Materials and Waste Management Hierarchy Website, https://www.epa.gov/smm/sustainable-materials-management-non-hazardous-materials-and-waste-management-hierarchy#Source_Reduction

⁷ Oakland 2030 Equitable Climate Action Plan <https://www.oaklandca.gov/projects/2030ecap>

Timonie Hood, EPA Region 9's Zero Waste and Green Building Coordinator, at (415) 972-3282 or hood.timonie@epa.gov. the EPA recommends that the Port of Oakland commit to the following practices in the Final EIR:

- Require and track building materials reuse as a priority over demolition and recycling actions proposed and confirm that any construction and demolition plans follow the waste management hierarchy.
- Conduct a Deconstruction/Reuse Assessment to determine which materials could be reused/salvaged onsite to support the proposed expansion (preferred) or off-site through well-established Bay Area deconstruction and building materials facilities. A wide range of building materials reused including: brick, lumber, doors, windows, siding, steel, siding, lighting, furniture, fixtures and many others. Of course, any materials reused in the new construction should meet current building code requirements. The EPA recommends referring to the following example Deconstruction Survey by City of Palo Alto:
<https://www.cityofpaloalto.org/files/assets/public/v/1/zero-waste/deconstruction-construction-materials-management/deconstruction-residential-salvage-documentation-final.pdf>
- Revise proposed plans to deconstruct (reuse first, then recycle), instead of demolish, buildings based on the Deconstruction/Reuse Assessment⁸
- Require the project design team to incorporate reused building materials identified in the assessment with specific material, dollar value and weight targets.
- Refer to the following resources to assist with identifying providers and maximizing reuse
 - Service Providers: <https://www.stopwaste.org/faq/how-can-i-find-deconstruction-contractors>
 - All for Reuse, <https://www.allforreuse.org/>
 - Build Reuse, <https://www.buildreuse.org/>
 - C40 Deconstruction Knowledge Hub, https://www.c40knowledgehub.org/s/article/How-to-start-deconstructing-and-stop-demolishing-your-citys-buildings?language=en_US
 - Bay Area Deconstruction Workgroup:
<https://www.stopwaste.org/DeconstructionWorkgroup>

8

Design for Zero Waste Operations

To further reduce waste, the EPA recommends that Port of Oakland discuss the current zero waste plan for Oakland Airport and develop a new or revised comprehensive Zero Waste Plan and implementation schedule for the new facilities. We note that San Francisco International Airport and San Diego Airport have developed comprehensive Zero Waste Plans and programs and many of the following measures may already be included as potential commitments as a part of the Airports

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⁸ Consider "Design for Deconstruction" requirements in the procurement of design and construction services using specific language or green building rating system requirements: <https://www.lifecyclebuilding.org/rating-systems.php>; American Institute of Architects, Design for Adaptability, Deconstruction, and Reuse <https://www.aia.org/resources/6282663-design-for-adaptability-deconstruction-and>

Council International's Airport Carbon Accreditation program, as waste reduction can be linked to reducing the overall carbon footprint.

9

Recommendations:

- Designate indoor and outdoor space for reuse/reusable containers; food donation; fats, oils, and grease (FOG), recycling, composting and waste storage, compaction and collection bins (airport and tenant-owned space).
- Install water bottle refilling stations for passengers to limit single-use water bottles.
- Install dishwashing infrastructure for reusable foodware,
- Construct washing facilities for collection containers.
- Develop public and tenant Zero Waste messaging, signage and training.
- Plan for efficient Zero Waste tracking and data collection.
- Refer to the following resources to assist in the development of a Zero Waste Plan
 - https://www.flfsfo.com/sites/default/files/media/sof/community-environment/13259_Zero_Waste_Roadmap.pdf
 - <https://www.zerowastedesign.org/>

Renewable Energy

The Draft EIR includes guidance on solar energy and past projects but does not commit to electrification of the proposed project, nor does it propose any solar energy projects beyond evaluating additional on-site renewable energy production. To address climate priorities, and to demonstrate how Oakland Airport plans to achieve zero emissions, we recommend establishing clear, attainable, ambitious all-electric and renewable energy requirements. The Port of Oakland has a long history of solar energy leadership and the Final EIR can include commitments to advance and promote solar energy through the next renovations – both through solar energy commitments and airport educational exhibits and information.

10

Recommendations:

Revise the Final EIR to specifically commit to solar as a part of the proposed project, rather than the statement on page 3.7-18 that the port “would continue to explore opportunities to install additional solar power and onsite battery storage.” Include in the Final EIR and future NEPA compliance document a commitment to incorporate solar/renewable energy as the primary airport power source to support not only the new construction, but overall operations.⁹

Confirm in the Final EIR how proposed project complies (not “transitions”) with the City of Oakland’s requirement prohibiting connections to natural gas and propane (Ordinance 13632).

Other Green Building Elements

Please consider updating green building commitments in the Final EIR to reflect true commitments, rather than suggested practices. For example, revise the terminology to state that Port of Oakland

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⁹ Refer to the Net Zero experience of other airports: <https://www.flfsfo.com/about/sustainability/reducing-carbon-emissions/zero-net-energy>; <https://www.flydenver.com/about/administration/energy-management>

"shall" implement as many green building elements versus "may" incorporate best practices for sustainability.

11

- Eliminate chlorofluorocarbon-based refrigerants.
- Incorporate green/living or white roofs (high solar reflectance index materials) to combat heat island effect.
- Monitor and promote continued success of the airport concessions composting program and ban single-use plastics in the terminals.
- Install efficient fixtures and fittings within restroom facilities and consider purple pipe application, reducing the amount of potable water used in toilets and basins, with a corresponding reduction in wastewater.
- Provide, electric vehicle charging infrastructure to passengers, airport employees, tenants, and ground transportation providers.
- Add indoor air quality requirements, including high-efficiency indoor air quality HVAC systems and monitoring equipment as well as the procurement of no/low VOC building materials and furnishings.
- Add low embodied carbon construction materials procurement, targeting reused materials and lower embodied concrete, asphalt, steel, and glass.
- Refer to the following resources to assist with "green" commitments for the construction and operation of the proposed improvements
 - EPA Indoor Air Quality, <https://www.epa.gov/indoor-air-quality-iag>
 - EPA Lower Embodied Carbon Construction Materials and Products, <https://www.epa.gov/inflation-reduction-act/inflation-reduction-act-programs-fight-climate-change-reducing-embody>

Thank you for the opportunity to review the Draft EIR. When the Final EIR and future NEPA compliance documentation is available for review, please send a notification to Connell Dunning at dunning.connell@epa.gov. Please contact me to discuss any questions regarding the recommendations provided, and to continue early coordination prior to the initiation of follow up NEPA analyses.

Sincerely,

**CONNELL
DUNNING**

For Jean Prijatel
Manager
Environmental Review Branch

Digital signature by
CONNELL DUNNING
Date: 2023.10.16
15:29:42 -07'00'

cc: Laurie Suttmeier, Federal Aviation Administration, San Francisco Airports District Office
Keith Lichten, San Francisco Regional Water Quality Control Board
Alison Kirk, Bay Area Air Quality Management District

Response to Commenter A-9

1. For a discussion related to AB 617, see Global Response E: Environmental Justice and Community Engagement.
2. **Section 2.4** of the EIR discusses the forecasts for future aviation activity at OAK. The horizon year of 2038 was chosen because that coincided with the year in which Planning Activity Level (PAL) 2 would occur. It would be speculative to consider impacts that could occur beyond PAL 2 because no forecast of passenger enplanements or aircraft operations have been developed. See also Global Response A: Aviation Forecast.
3. As stated in **Section 2.4** of the EIR, the aviation activity at OAK would occur regardless of whether the Proposed Project is implemented. In other words, the Proposed Project does not result in additional aircraft operations. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Also see Global Response A: Aviation Forecast.
4. **Section 3.9.3.2** of the EIR concludes that the water quality impacts of the Proposed Project would be less than significant. As such mitigation measures are not warranted. The Proposed Project would comply with all San Francisco Bay Regional Water Quality Control Board requirements on the Port to manage polychlorinated biphenyls (PCBs), including assessing and mitigating PCBs in building materials for demolition through the Bay Area Stormwater Management Association (BASMAA) protocol: Management of PCBs During Building Demolition. This will ensure that materials are tested for PCBs and disposed of properly if found to have high levels.

Prior to construction, the Port would prepare a Soil Management Plan, including testing for PCBs, as is standard practice for Port projects.

5. The Port would implement all applicable measures as practicable. See Global Response G: Greenhouse Gas and Climate Change.
6. As stated in **Section 3.1** of the EIR, the baseline year for analysis is 2019. The discussion of natural gas boilers in **Section 3.3.2.4** accurately describes the base year and identifies the implementation of new boilers that occurred since 2019. Thus, the impact discussion regarding the boilers is correct and no revisions to the analysis is warranted. Also, for a discussion of the baseline year, see Global Response C: Baseline Year.
7. **Appendix F** does include a section on equipment inventory and activity. The commenter's statement that this information is included in CalEEMod is correct. Therefore, this information is disclosed in the EIR and no revisions are warranted.

Section 3.1 of **Appendix F** has been revised to indicate that AEDT version 3e was used for determining aircraft engine emissions.

8. The Port agrees that the reuse, recycling, and composting of materials could result in reduced environmental impacts. However, some of these materials would not be

appropriate for reuse, recycling, or composting. The Port would need to test the materials to determine the appropriateness of reusing, recycling, or composting materials from the demolition of buildings that are components of the Proposed Project.

9. Consistent with existing features and amenities at OAK facilities, the proposed facilities would include energy saving and waste reduction features/amenities. In addition, the Port is preparing a waste management plan that will incorporate goals and specific measures to reduce waste.
10. **Section 3.7.3.1** of the EIR identifies initiatives that the Port is implementing. These initiatives include installation of additional solar power facilities. See also Global Response G: Greenhouse Gas and Climate Change.
11. As stated in **Section 3.9.1**, the City of Oakland Municipal Code includes Green Building requirements that address the City's commitment to green building and sustainability. The Port would be required to meet the requirements of the Green Building program and that includes incorporating green building elements as part of the Proposed Project. **Section 3.14.3.1** has been revised to include the requirement to meet the Green Building requirements.

P.4.2 Organizations Commenting on the Draft EIR

Twenty-three organizations provided comments on the Draft EIR during the 90-day comment period. These 23 comment letters and responses to those comments are on the following pages.

Commenter O-1

1000 Grandmothers for Future Generations Rochelle Towers

I'm here speaking for "1000 Grandmothers for Future Generations" and I'm a resident of East Oakland as is my son and my grandson and I'm here to speak in opposition to this plan for -- I won't go back over all the issues that people have already raised in terms of particulate matter, the impact of air pollution but also the impacts of noise pollution on the ability -- on people's health, on the ability of children to learn.. There have been studies that show these things and I as a taxpayer we are going to pay all of this money so that the possible sea level rise may make this you know a stranded asset somewhere under the bay.. We really don't know and it seems that predictions are not really keeping up with the kind of a sea level rise that we are experiencing around the world.

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

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

Response to Commenter O-1

1. The Port's efforts related to GHG and sea level rise are discussed under Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding the types of jobs at the Airport is acknowledged.

Commenter O-2
350 Bay Area
Jack Lucero Fleck

From: Jack Lucero Fleck <website@oaklandairport.com>
Sent: Tuesday, August 15, 2023 12:24 PM
To: TermDev <TermDev@portoakland.com>
Subject: [EXTERNAL] Terminal: Get in Touch

The sender of this message is external to the Port of Oakland. Do not open links or attachments from untrusted sources. (Disclaimer posted by PortIT71394.)

Name: Jack Lucero Fleck
Email Address: jack@350bayarea.org
Affiliation: Community Organization
Comment:
Please see our comments here:
https://docs.google.com/document/d/1YCxiL3PSR9QATMqzcB74_zW5_alh43zSa7TpKskmMXI/edit

Note: I tried to paste our comments into this document, but the graphics did not appear. Please see the pdf linked above, or see the printed copy of our comments submitted at the hearing on August 15.

Sign me up

--
This e-mail was sent from a contact form on Oakland International Airport
(<https://www.oaklandairport.com>)



350 Contra Costa
350 East Bay
350 San Francisco
350 Marin
350 Sonoma
Napa Climate NOW!
350 Silicon Valley

Date: August 15, 2023

To: Commissioners, Port of Oakland

From: Jack Lucero Fleck
4163 Culver St
Oakland, CA 94619
Jack@350bayarea.org

Re: 350 Bay Area Comments on EIR for Oakland Airport Terminal Modernization and Development

Thank you for this opportunity to comment on the Draft Environmental Impact Report for the Oakland Airport Terminals Modernization and Development (the EIR) issued July 17, 2023.

I am writing on behalf of 350 Bay Area, a climate activist group with over 20,000 supporters around the Bay Area.

We strongly disagree with the oft repeated statement (at least 30 times) in the EIR that the improvements (a new terminal and a net of 16 new gates among others) are only intended to "accommodate the market-based demand" and therefore will not stimulate additional air traffic beyond the No Project alternative. 1

As a registered professional Traffic Engineer and transportation planner, experience shows that widening a roadway or building a new highway not only accommodates existing and projected demand, but also induces additional demand. When I began to study highway engineering in the 1960s, the general principle was that the freeways were built based on existing and projected travel demands and were not intended to promote growth. But we saw vast expansion of suburbs and vehicle miles traveled following freeway construction, whether that was the intended goal or not.

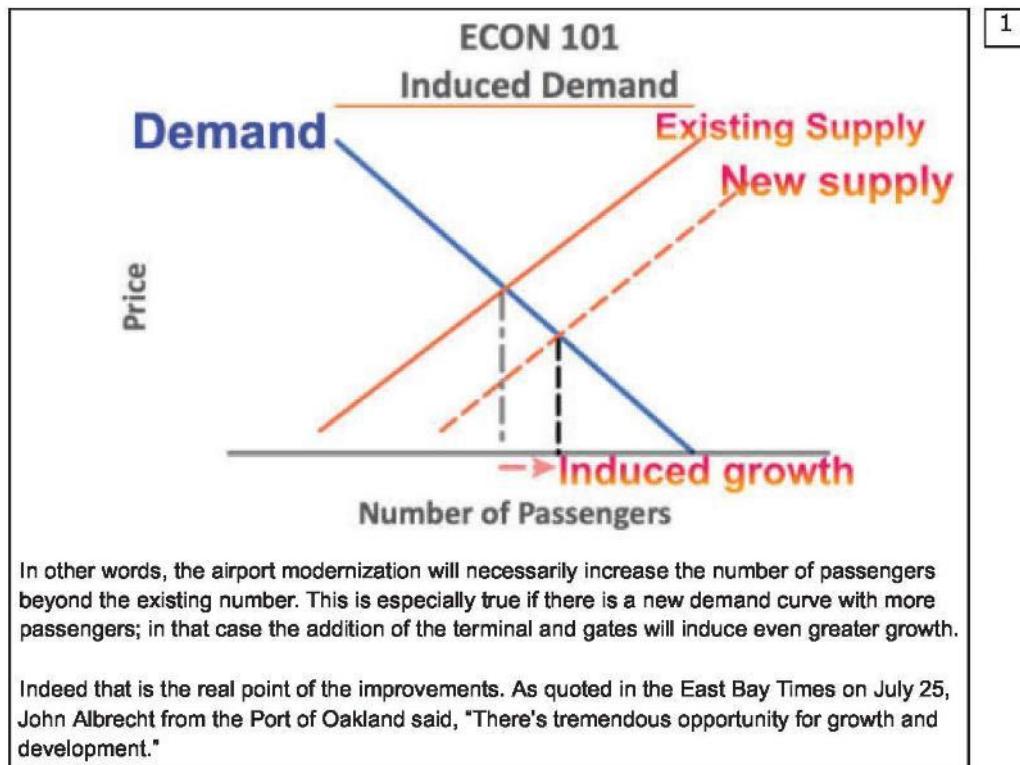
The same principle applies in the case of this airport modernization plan. The EIR states, "Based on projected demand, the number of aircraft operations . . . would increase with or without the Proposed Project. And it states, " Because the activity levels at the Airport would be the same under the No Project Alternative as for the Proposed Project, environmental impacts associated with aircraft operations would be similar if not identical."

This assertion flies in the face not only of the past 100 years of transportation experience, but also in the face of basic economics. As shown in the graph below, a new, cheaper supply curve leads to an increase in the total quantity (whether it be traffic on a highway, widgets consumed, or airport passengers). Lower prices lead to more sales.

www.350BayArea.org

PO Box 18762

Oakland, CA 94619



2

Interestingly, the EIR claims, "Without any development of a new terminal, the existing terminals, gates, and aprons could accommodate the market-based demand but not at the industry-standard levels of service." This is quite remarkable since the EIR states that the current terminal was designed for 8 - 10 million passengers (say 9 million) and reached 13 million in 2019. The projection is to reach 17 million in 2028 and 24 million in 2038.

Taking just the 13 million figure, this is about 1.5 times more than the designed capacity. Therefore, if the new terminal is designed to accommodate 24 million, it should be able to handle 36 million at the current airport level of service.

Taking the 24 million design figure proposed in this "modernization" plan, that is about 2.7 times the nine million design. If the EIR statement that the current terminal could hold 24 million passengers, the new airport could conceivably accommodate $2.7 \times 24 = 65$ million passengers—a tremendous opportunity for growth indeed!!

The question then arises as to why the EIR doesn't just admit that this is an expansion plan.

The answer is clear. Admitting this is a growth plan would mean that the project would contradict existing City and State policies to reduce greenhouse gases (GHGs). This would require that the conflict be reported as a significant impact. The EIR states, "a significant impact related to GHG emissions would occur if the Proposed Project would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (comparable to State CEQA Guidelines Section 15064.4(b)(1)-(2)), or
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs (same as State CEQA Guidelines Section 15064.4(b)(3)).

The City of Oakland has adopted a Climate Emergency Resolution and has passed an Equitable Climate Action Plan aimed at reaching carbon neutrality by 2045. Any plan to expand the airport operations would conflict with these plans and regulations. Therefore, the EIR is asserting that it is simply "accommodating market-based demand", which would happen even without the improvements.

The Port Commission should not be deceived by this falsehood.

Note that our organization, 350 Bay Area, is strongly in favor of clean energy solutions to climate challenges—e.g. electrification of transportation and heat pumps for buildings to replace gas—in addition to measures to reduce car use such as public transit, bikes and walking. In the case of aviation, no clean energy alternative exists. Therefore, until fossil free flight is possible, we need to support rail and alternatives to air travel, not promote expansion.

Please reject the new terminal and new gates as proposed in the Terminal Modernization and Development plan.

3

4

Response to Commenter O-2

1. The principle identified by the commenter may be appropriate for surface transportation planning efforts but is not appropriate for forecasting demand for air travel. Regarding future aircraft operations, see Global Response A: Aviation Forecast.
2. The No Action Analysis Summary (**Appendix D**) shows that air traffic can be accommodated, but the terminal facilities would be severely congested and ground loading with busing would be required. See also Global Response A: Aviation Forecast.
3. The Proposed Project is not contradictory to policies regarding the reduction of GHGs. Also see Global Response G: Greenhouse Gas and Climate Change. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements. See Global Response A: Aviation Forecast.
4. The commenter's statement urging the Port to reject the Proposed Project is acknowledged.

Commenter O-3**350 Bay Area****Jack Fleck**

I'm speaking on behalf of 350 Bay Area. We strongly disagree with the oft repeated statement in the EIR at least 30 times that this is only intended to accommodate the market-based demand and therefore will not stimulate additional air traffic.

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

The activity levels of the airport it says would be the same as the no-project alternative as under the proposed project but this flies in the face of all transportation experience and it flies in the face of basic economics. When you reduce the price of a product by making it more attractive and more comfortable it's going to induce additional demands so that's just the basic economics. So the question is why would the EIR go out of its way to over and over repeat this falsehood and I have to say it looks to me like it -- because if you admit that this is a growth project then it flies in the face of the City of Oakland's climate emergency policy about the police to be carbon neutral by 2045, all the State policies to become carbon neutral and a lot of speakers have been making this point so I just want to say it again this is going to cause a lot of greenhouse gas increase. We can't afford to have that happen and we urge you to oppose this project.

Response to Commenter O-3

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. See response to Comment #2 of this letter and Global Response A: Aviation Forecast. The Proposed Project is not contradictory to policies regarding the reduction of GHGs. See Global Response G: Greenhouse Gas and Climate Change.

Commenter O-4
Cantamar Neighbors
Cecilia Wang

To Our Cantamar Neighbors:

WHO:

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

1

WHAT:

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

2

We, the residents of the Cantamar Homeowners Association in Alameda, CA petition the:

3

- The Port of Oakland and City of Alameda to conduct technical, *localized* studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

4

- The Port of Oakland to explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

5

- The City of Alameda to take a stronger stance in opposition to the expansion. The City's current response is disappointingly neutral and lacks the strong dissent of their citizens.

Full Name	Home Address	Signature & Date
Chien-Yueh Wang	2 Miranda Ct. Alameda	<i>CYW</i> 10/12/23
Eddy Tan	9 Miranda Court	<i>EDDY</i> 10/12/23
Amy Wong	180 Ratto Rd. 94502	<i>Amy</i> 10/12/23
MEEL COL VMAA	25 MIRANDA CT	<i>MEEL COL VMAA</i> 10/12/23
Annie Wong	10 Miranda Ct Alameda	<i>Annie</i> 10/12/23
Katherine Aquino-Esparrago	1 Miranda Court	<i>KAE</i> 10/12/23
BRIAN WONG	22 LAVAGETTO CT	<i>BRIAN WONG</i> 10/12/23

Full Name	Home Address	Signature & Date
Kim Galvin	35 Lavagetto Ct. Alameda, CA	Kim 10/12/23
Karen Chan	27 Lavagetto Ct Alameda	Karen Chan 10/12/23
Anar Tulgan	2 Lagorio Ct Alameda	Anar 10/12/23
Joseph Martinez	8 Lagorio Ct Alameda	Joe 10/12/23
Nga Nguyen	32 Lagorio Ct Alameda	Nga 10/12/23
Stanley Lee	1 Lagorio Ct	Stanley 10/12/23
Greg Scott	4 Parodi Ct	Greg 10/12/23
Ana Faula maia	27 Lagorio Ct	Ana 10/12/23
Le Harper	15 Ferro Ct Alameda	Le 10/13/23
Joanne Lam	2 Ferro Ct. Alameda	Joanne 10/13/23
David Freemay	1 Ferro Ct Alameda	David 10/14/23
Kerwin C. Allen	16 Ferro Ct. Alameda	Kerwin Allen 10/14/23
Lynn Arvan	21 Ferro Ct. Alameda	Lynn 10/14/23
Bill Victor Arucan	21 FERRO CT. ALAMEDA	Bill 10/14/23
Scott Harper	15 Ferro Ct Alameda	Scott 10/14/23
Nicole Tremain	1 Ferro Ct Alameda	Nicole 10/14/23
Anthony Lau	180 Ratto Rd. #450L	Anthony 10/14/23
Mehashit Manushan	305 Ratto Rd	Mehashit Manushan 10/14/23
Carolyn Cozart	305 Ratto Rd	Carolyn Cozart 10/15/23
Milena Kim	315 Ratto Rd	Milena 10/15/23
Aaron Kim	315 Ratto Rd	Aaron 10/15/23
Cynthia Chan	327 Ratto Rd	Cynthia 10/15/23
TONY NG	327 Ratto Rd	TONY NG 10/15/23
Fran Kahane	8 Souza Ct.	Fran Kahane 10/15/23
Charles Li	15 Souza Ct.	Charles Li 10/15/23
SHAM KAREE	7 Souza Ct,	Sham KAREE 10/15/23

To Our Cantamar Neighbors:

WHO:

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We, the residents of the Cantamar Homeowners Association in Alameda, CA petition the:

- The Port of Oakland and City of Alameda to conduct technical, *localized* studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
- The Port of Oakland to explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)
- The City of Alameda to take a stronger stance in opposition to the expansion. The City's current response is disappointingly neutral and lacks the strong dissent of their citizens.

Full Name	Home Address	Signature & Date
Kathleen Sum	116 Ratto Rd, Alameda	Kathleen Sum 10/11/23
Stephen V. Sum, Jr.	116 Ratto Rd, Alameda	
Cory Yarkoni	110 Ratto Rd, Alameda	10/11/23
Xiaohua Wang	161 Ratto Rd, Alameda	10/11/23
Dane Khor	82 Ratto Rd	10/11/23
Lohisa Wong	52 Ratto Rd	10/11/23
John Hammon	42 Ratto Rd	10/11/2023

To Our Cantamar Neighbors:

WHO:

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

WHAT:

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

We, the residents of the Cantamar Homeowners Association in Alameda, CA petition the:

- The Port of Oakland and City of Alameda to conduct technical, *localized* studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
- The Port of Oakland to explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)
- The City of Alameda to take a stronger stance in opposition to the expansion. The City's current response is disappointingly neutral and lacks the strong dissent of their citizens.

Full Name	Home Address	Signature & Date
Travis Engle	2 Duarate Ct.	Travis Engle 10/15/23
Pang, Amy	1 Duarate Ct Alameda	Amy Pang 10/15/23
Nancy Mack	33 Parodi Ct.	Nancy Mack 10/15/23
Ringo Lin	33 Parodi Ct.	Ringo Lin 10/15/23
MATTHEW ESPARANGA	1 MIRANDA CT. ALAMEDA 94502	Matthew Esparanga 10/15/23
Sammy Tsang	18 Miranda Ct.	Sammy Tsang 10/15/23
Mimie Wong	18 Miranda Ct	Mimie Wong 10/15/23

Response to Commenter O-4

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations for incremental (difference between the baseline condition and the future condition) operational conditions of the Proposed Project. See also Global Response F: Human Health Risk Assessment. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. The Port also commits to providing environmental awareness training for on-Airport workers (Port employees) and making appropriate personal protective equipment (PPE) available upon request. For on-Airport workers who are not Port employees, the Port will collaborate with tenants and provide environmental awareness documentation and materials to conduct training for their own employees. See Global Response G: Greenhouse Gas and Climate Change.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. See Global Response A: Aviation Forecast. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project. See Global Response D: Noise for a discussion of noise effects.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

3. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

4. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. See also Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
5. The commenter's statement to the City of Alameda is acknowledged.

Commenter O-5
Center for Biological Diversity
Scott Hochberg

From: Scott Hochberg <shochberg@biologicaldiversity.org>
Sent: Wednesday, August 9, 2023 2:53 PM
To: Colleen Liang <cliang@portoakland.com>
Subject: [EXTERNAL] Request for Comment Period Extension for Airport Terminal Project

The sender of this message is external to the **Port of Oakland**. Do not open links or attachments from untrusted sources. (Disclaimer posted by PortIT71394.)

Please find attached a letter requesting a 30-day extension of the comment period for the airport modernization project.

Thank you,

Scott Hochberg (he/him)
Staff Attorney, *Climate Law Institute*
Center for Biological Diversity
(510) 844-7119
shochberg@biologicaldiversity.org

Submitted via email

Ms. Colleen Liang
Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, CA 94607
cliang@portoakland.com

August 9, 2023

Re: Request for Extension of Public Comment Period for Oakland Airport Terminal Project

Dear Ms. Liang,

I am writing on behalf of the Center for Biological Diversity to request an extension of the deadline for public comments on the Draft EIR for the Oakland Airport Terminal project. We are actively reviewing the Draft EIR and intend to submit comments. As the document and its appendices are thousands of pages long and include highly technical analysis on many subjects, we would appreciate a short extension of the comment deadline.

As you are aware, the Terminal project will affect the lives of thousands of Bay Area residents, from airport workers to residents of East Oakland who live near the airport, as well as residents who live directly under flight paths. The Draft EIR has concluded that several of its effects will be significant and unavoidable for these groups. As such, we request additional time to study these impacts, which will inform the comments we can provide to the Port.

We therefore request that the Port extend the deadline for the public comment period to October 13, 2023. Thank you for your consideration of this request.

[1]

Sincerely,

Scott Hochberg
Staff Attorney
Climate Law Institute
Center for Biological Diversity
1212 Broadway, Suite 800
Oakland, CA 94612
shochberg@biologicaldiversity.org

Response to Commenter O-5

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter O-6**Center for Biological Diversity****Scott Hochberg**

I'm an attorney with the Center for Biological Diversity. I also live and work in Oakland. The Center is deeply concerned with several aspects of the Oakland Airport expansion projects and its impacts on neighborhood residents, local air pollution, and its overall contributions to the climate crisis. First and foremost the addition of a new terminal with 16 new gates, over a thousand parking spaces has obvious effects on the airport's capacity to accommodate thousands more flights and tens of thousands more passengers in the coming years. The Draft EIR claims that these additions would happen anyway due to market pressures but that simply cannot be true since elsewhere the document claims that current airport facilities inhibit future growth.

There is no getting around the fact that this project represents a deliberate choice to dramatically increase the passengers, flights, pollution, and noise originating from the airport. Additionally, the Port cannot and should not ignore the significant and unavoidable increases in greenhouse gas emissions that the project will create. The City of Oakland, the Air Resources Board, and several State and Federal agencies are rushing to decarbonize as quickly as possible to limit further damage from climate change. It is simply the wrong time to approve projects that would authorize massive and irrevocable rises in emissions not to mention local air pollution in East Oakland.

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

Response to Commenter O-6

1. The commenter's statement regarding their concerns about air pollution and climate is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The No Action Analysis Summary (**Appendix D**) shows that passenger flight operations can be accommodated, but the terminal facilities would be severely congested and a ground loading operation with busing would be required for some flights. See Global Response A: Aviation Forecast.
3. The Proposed Project would update and modernize terminal facilities to accommodate market demand at industry standard levels of service. See Global Response A: Aviation Forecast. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11**.
4. The EIR discusses air pollution in **Section 3.3** and acknowledges that air quality impacts are significant and unavoidable. The commenter's statement regarding whether it is appropriate to approve the Proposed Project is acknowledged. For a discussion of greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.

5. The Final EIR describes changes to the Draft EIR in **Section 1.7.**

Commenter O-7
Center for Biological Diversity
Stuart M. Flashman

Law Offices of
Stuart M. Flashman
5626 Ocean View Drive
Oakland, CA 94618-1533
(510) 652-5373 (voice & FAX)
e-mail: stu@stuflash.com

Delivery via e-mail to TermDev@portoakland.com

13 October 2023

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

Re: Comments on Draft Environmental Impact Report for the Port of Oakland's Oakland International Airport Terminal Modernization and Development Project (SCH #2021050164)

Dear Ms. Liang:

These comments are submitted on behalf of my client, The Center for Biological Diversity ("Center"), regarding the above-referenced Draft Environmental Impact Report ("DEIR") and its associated terminal modernization and expansion project ("Project"). My client appreciates the opportunity to comment on the DEIR for this regionally important project. My client also appreciates the fact that the project sponsor, the Port of Oakland ("Port") has extended the comment period until October 16, 2023 at 5:00 PM PDT.

However, my client is forced to note that the DEIR is, in its current form, inadequate in that it fails to provide a broad enough purpose and need to encompass alternatives to airport expansion that would reduce project impacts and better address the need for adequate solutions to the regional needs for communication, mobility, and travel. By artificially limiting the project to just an expansion of the Oakland International Airport ("Airport"), not only does the Project "piecemeal" the actual project, which must consider the cumulative impacts, especially on noise, energy use, vehicle miles traveled, and GHG production, of increased air traffic involving all three major Bay Area airports (the Airport, San Francisco International Airport ["SFO"], and San Jose Mineta International Airport ["SJC"]). It also fails to adequately identify and discuss potential impacts from the Project, including indirect and cumulative impacts. As a consequence, it also fails to consider measures that might mitigate those impacts as well as alternatives that might reduce or avoid those impacts. For these reasons, the DEIR needs to be rewritten to correct these deficiencies and then recirculated for another round of public comments on the revised DEIR. The following sections discuss in greater detail each of the DEIR's deficiencies.

1

I. The DEIR's purpose and project objectives are defined too narrowly.

2

An EIR must identify the purpose and objectives for the project being considered. (CEQA Guidelines §15124(b).) While the lead agency has considerable discretion in

Center for Biological Diversity Comments on Oakland International Airport Modernization and Development Project Draft Environmental Impact Report.
10/13/23
Page 2

defining the purpose and objectives for a project, they cannot be defined so narrowly that they eliminate all reasonable possible project alternatives. Nor can the project purpose and objectives be defined in such a way that they do not encompass the whole of the project. This DEIR fails both tests.

2

The DEIR identifies four project objectives. (DEIR at pp. ES-1, 2-8.) The first is to modernize the existing terminal facilities. That is certainly a permissible objective. However, the other three objectives are all premised on meeting "market-based demand" for air travel services. That projected future market-based demand is, in turn, based on the conclusions set forth in Appendix C – Oakland International Airport Comprehensive Aviation Activity Format.

Careful scrutiny of that appendix, however, shows that its conclusions are not based on substantial evidence. Instead, its most important conclusions, and particularly its forecast of future market-based air services demand, are based on conjectures, unsupported assumptions, unsubstantiated conclusions, and speculation, none of which are in themselves substantial evidence and none of which are supported by substantial evidence that would allow a reader to bridge the analytical gap between the data actually presented in that appendix and its conclusion – that future market-based demand for air travel services not only justifies but practically demands the proposed airport expansion. Further explanation of this point will be provided in Section II below.

More generally, focusing the DEIR narrowly on meeting market based demand, and more specifically the demand *specific to the Airport*, is viewing the project purpose and objectives through a narrow tunnel vision that ignores the broader and more relevant purpose – addressing the expected future demand for air travel in the Bay Area.

Admittedly, the Port's focus in defining the Project is on the market for its own parochial interest in the airport as a profit-center for the City of Oakland. That includes both a narrow interest in the Airport's and the Port's future budgets, and a slightly broader interest in term of the City of Oakland's concern for its economic future, which it presumably sees as tied to bringing more commerce into Oakland and nearby parts of the East Bay. However, the Airport does not operate in isolation. That is a fact the even the narrowly focused Appendix C cannot totally ignore. Yet the Appendix fails to adequately consider or discuss the ways in which the Airport, SFO, and SJC can and do interact with each other in both the past and present, and the ways in which their interaction – and even more importantly their potential cooperation – could reduce the overall environmental impacts of attempting to meet the Bay Area's future. That concern also extends even to the area within the Airport's catchment area. Thus, the future cumulative impact of airport expansions at the Airport, SFO, and SJC could be significantly reduced by their interaction and cooperation. Such a regional approach could reduce destructive competition – i.e., "wars" between the airports over providing landing and terminal rights to various carriers. It could also significantly reduce flight redundancy, which would also decrease accompanying environmental impacts. Not only does redundancy reduces efficiency, it also unnecessarily increases the airports' energy and GHG production impacts, as well as impacts related to unnecessarily expanding terminal and facilities.

The failure of the DEIR to consider the overall future Bay Area air travel demand and how it can best be addressed amounts to piecemealing of that larger project. Such piecemealing underestimates the cumulative impacts of the Project, which could be significantly reduced by a regionally focused and collaborative approach.

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The potential of such a regional approach to airport planning has been shown in the New England area. There, in 1994 the New England Airport Coalition was formed. It included the six New England state aviation agencies, the region's major airports, and one regional economic development council. From 2002 to 2006, the coalition prepared two phases of a New England Regional Air Service Study as part of a Regional Airport Systems Plan ("RASP") for New England. The study analyzed underutilized capacity in New England's regional airports and assessed the economic impact of shifting more flights from Boston's Logan International Airport ("Logan") to other airports. The study convinced Massport, the governing body for Logan, to include in its EIS considering expansion at Logan a demand management alternative involving peak pricing. (M.S. Ryerson and A. Woodburn, *Manage Flight Demand or Build Airport Capacity* (2016) 48 Access 8-12; see also M.S. Ryerson and A. Woodburn *Build Airport Capacity or Manage Flight Demand? How Regional Planners can Lead American Aviation into a New Frontier of Demand Management* (2014) 80 J. Amer. Planning Assn. 138-152. [Copies included in the linked compendium of references "Compendium" as Exhibits A and B].)

Further, the airports in the San Diego completed a RASP in 2011, and an updated RASP Implementation Report ("Implementation Report") was completed in 2021. (See San Diego RASP Implementation Report in Compendium [Exhibit C].) Significantly, the San Diego Area 2021 Implementation Report indicated that prior analyses had overestimated the problem of exceeding airport capacity at San Diego International Airport during the planning period 2011-2030. (See Implementation Report at pp. 4-1 to 4-2.) This was due in part to airlines' transitions to larger capacity planes, increasing efficiency and reducing gate and runway demands. It was also due in part to addition of flights during nonpeak demand time periods, when unused gate and runway capacities were available, as well as the availability of capacity at other regional airports. As a result, the 2021 Implementation Report indicates that regional airport capacity would not be constrained during the remainder of the 2011-2013 RASP planning period. (*Id.*)

The consideration of a regionally integrated approach to addressing air transportation in both New England and the Greater San Diego areas show that such an approach is feasible. However the DEIR's unreasonably constrained purpose and objectives definitions has interfered with applying that approach to the future air travel needs of the Bay Area, and even of the East Bay community that the DEIR defines as the Airport's air passenger catchment area (Appendix C at pp. 17-22). The result has been an unwillingness to consider the cooperative interaction of regional airport capacity, which would decrease significant impacts on, among other things, noise, energy, and GHG emissions.

II. The DEIR's overall predictions of future demand for air travel are not supported by substantial evidence.

Much of the DEIR's analysis of impacts is based on the Comprehensive Aviation Activity Forecast contained in Appendix C. As is not uncommon for such analyses, Appendix C primarily uses an econometric approach to its forecasting analysis. Thus, the appendix begins by reviewing the past history of economic activity in the Airport's air passenger catchment area. It also considers the past airline industry trends, as well as the proportion of that demand that would choose the Airport. It then makes what it

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considers to be reasonable predictions of future trends, both in the economy and in the behavior of the airline industry. *However, the appendix assumes that the past relationship, including travelers' decisions on using the Airport, will continue unchanged into the future.* (Appendix C, Section 6.1 at pp. 41, 58.)

3

The appendix acknowledges that during the COVID-19 pandemic (2020-2022), air travel was greatly reduced, including travel using the Airport. (Appendix C at p. 44 [Figure 6.3].) However, the analysis assumes a rapid recovery followed by resumed growth in demand without any significant residual aftereffects. It attempts to analogize the drop in airline traffic during the pandemic to the drop in airline traffic after the hijackings and terrorist airliner crashes that occurred in New York City, Pennsylvania, and Washington D.C. on September 11, 2001. It also tries to distinguish the COVID-19 drop in airline traffic from that which accompanied the “Great Recession” of 2008-2011. Those attempts are unconvincing and unsupported by substantial evidence.

The 2001 drop in airline traffic resulted from one day’s catastrophic events. While many changes in airport security followed those events, and there was a brief downturn in the economy, the overall long-term effect on the economy was minimal. Further, while the increased airport security, and the anxiety about possible follow-up attacks may have temporarily disincentivised air travel, the *need* for air travel, and consequent long-term demand for air travel was not affected. (See Appendix C, pp. 15, 38 [Figure 5-4].) Indeed, the fact that the hassles accompanying increased airport security may have been less impactful at the Airport, compared to the larger SFO and SJC, may have actually increased the Airport’s market share.

By contrast, the 2008-2011 Great Recession, induced by the bursting of a “bubble” of unwise and poorly secured mortgage loans, along with an excess of housing production over demand, led to a dramatic deflation of the economy.¹ That, in turn, led to massive layoffs and a major drop in demand for products and services, including air travel. The economic dislocation was severe and long lasting. As a consequence, air travel remained greatly reduced for the duration of the recession. (See, Appendix C at p. 38 [Figure 5-4].)

While Appendix C, and the DEIR, argue that the effects of the pandemic are more similar to those of the 2001 terrorist attacks, the evidence in the record does not support that assertion. The 2001 attacks may have temporarily disrupted air travel, but they had no significant effect on other travel modes, nor on the manufacturing and transporting of goods or the provisions of services. By contrast, the COVID-19 pandemic, like the 2008 recession, not only paralyzed air travel, it also caused worldwide major disruptions to all modes of transport, as well as the production of goods and delivery of services. In essence, much of the world’s economic “machine” was virtually brought to a standstill. Even now, three years later, the recovery from that shutdown is far from complete.

Also of importance are some of the permanent changes that were induced by and during the pandemic. Chief among these was that during the extended period when travel was close to impossible and social distancing and avoiding close indoor contact were mandatory, many workplaces adopted work-from-home provisions. Along with that came the development of multiple on-line meeting media, such as Zoom and Microsoft Teams. Not only were these used to allow employees to meet remotely or virtually with others in their workplace, but large-scale “webinars” and virtual meetings

¹ This is in contrast to the bursting of the technology stock “bubble” in 2000-2001, which affected a much smaller segment of the economy.

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became widespread. Even as the pandemic has receded, remote meeting have become the new norm. This has had multiple effects on travel. Commutes to downtown offices have been greatly reduced, as has the demand for downtown office space. Indeed, major workplace hubs like San Francisco and Manhattan are suffering from record-breaking office vacancy rates. The corollary to this is that employees have dispersed from those office centers, in some cases to different states, with only very occasional trips to the corporate offices.

3

Another side effect of the boom in virtual meeting has been that business conferences, symposia, and other large in-person business meeting have been largely supplanted by on-line meeting, where people from across the country and across the world get together virtually, with no travel involved. While I am unaware of any major studies analyzing the impact of this change on air travel, what data there is indicates that business travel has been significantly reduced. A recent (April 2023) Ipsos on-line poll (Compendium, Exhibit G) showed that respondents' employers overall indicated having decreased travel budgets and less business travel – specifically fewer trade shows and conferences. Conversely, on-line virtual meetings had increased. Yet the analysis in Appendix C, prepared while the pandemic was still ongoing, makes no reference to the effect of either work-from-home or virtual meetings on business travel. This is a major gap in the analysis and also calls into question the DEIR's predictions of air traffic increase.

An additional problem with the air travel demand forecasts in Appendix C is that they are premised on a continued trend of increasing California's population. (Appendix C, p. 25 and esp. Figure 4.1.) However, in the years since 2019, the trend show in Figure 4.1 has reversed. The latest (2023) population projections for California, prepared by the California Department of Finance, show California, and all Bay Area Counties populations actually decreased from 2022 to 2023. (Compendium [Table1] and Exhibits D and E.) Moreover, over the period from 2020 through 2035, statewide population hardly changes at all, while most Bay Area Counties' populations actually fall. (Compendium – Excell Spreadsheet P2A – county totals 2020-2060.) Even the counties that showing the most robust growth up through 2019, Alameda and Contra Costa Counties, show their growth dropping dramatically. Alameda County is projected to grow 3% over fifteen years (i.e., 0.2% per year) and Contra Costa County only 5% over fifteen years (i.e., 0.33% per year). While one must accept some uncertainty in any long-range forecasts, the DOF projections have more support than the blind expectation of Appendix C that prior population increases will continue unchanged.² One must expect that economic growth and air travel traffic will moderate accordingly.

The DEIR's overoptimistic predictions for future air travel are not entirely unexpected. In a 2019 paper, *Forecast to Grow: Aviation demand forecasting in an era of demand uncertainty and optimism bias*, D.Y. Sun and M.S. Ryerson (2019) Transportation Research Part E 128, 400-416 (Compendium, Exhibit F), the authors note that uncertainty about expected economic prospects, along with unsubstantiated optimism for increases in future airline passenger volume, can lead to unjustified capital investment in infrastructure.³ Such investments are financially imprudent. They often also result in wasteful and environmentally damaging expenditures of resources, as well

² While the published DOF projections do not provide detailed explanations of the factors and calculations involved in preparing the projections, one presumes that they, unlike the forecasts in Appendix C, are based on substantial evidence.

³ The CV for Prof. Ryerson, included as Exhibit H in the Compendium, demonstrates her expertise in airport planning issues.

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as unnecessary generation of large amounts of greenhouse gases. An example of such imprudent capital spending based on overoptimistic travel forecasts is close at hand.

3

The California High-Speed Rail Authority has expended roughly \$15 billion on planning and construction costs for a California High-Speed Rail System over the past fifteen years. When the project was first undertaken in 2008, it used econometric travel demand modeling to conclude that the project would be both economically and environmentally beneficial. The initial studies also estimated that the entire system, running from San Francisco to Los Angeles to San Diego, would have a total cost of \$40 billion, and that Phase One – running from San Francisco to Los Angeles, would be completed by 2020. (Compendium, Exhibits I and J.)

At this point, those estimates now look absurdly optimistic. Phase One alone is now estimated to cost well over \$100 billion, with a completion date of 2045 or later. At the moment, only a highly reduced segment running from Merced to Bakersfield is being built, and even that segment does not have full funding for completion. In short, the California High-Speed Rail Project is a poster child for the risks of optimism bias.

The authors of the 2019 paper propose a more judicious approach to estimating future growth in air travel than the econometric model used in Appendix C. Their approach factors in the likelihood (based on past results) of future economic downturns as well as the evidence of optimism bias. Especially as the assumptions of robust future growth in air traffic at the Airport are not supported by any substantial evidence of air traffic behavior in the post-pandemic environment – and what evidence there is points to the contrary, the Appendix's unwarranted conclusions need to be rethought and the DEIR modified accordingly and recirculated for an additional round of comments.

III. The DEIR's evaluation of project impacts fails to reflect expected future induced increases and decreases in demand.

4

As noted above, the DEIR assumes that demand for air travel, and choice of airport, will be the same regardless of whether the Project is built. However, evidence accumulated over the past 25 years shows emphatically that this is not the case. The evidence shows that addition of new or improved facilities will cause an increase in trips using the new or improved facility. Not only will some current trips shift to the facility, but additional trips, which would not have occurred without the facility, are added. This concept is called "induced demand." (See Presentation [posted on YouTube] by Prof. Susan Handy on *Induced demand* [video submitted in Compendium]⁴; RAND, *Latest Evidence on Induced Demand, An Evidence Review* (May, 2018) [Compendium, Exhibit K], R. Gorham, *Demystifying Induced Travel Demand – Sustainable Urban Transport Technical Document #1* [English translation] (2009) [Compendium, Exhibit L].)

Conversely, when a facility's capacity is reduced, or demand for a facility greatly exceeds capacity, resulting in increased congestions, trips that had used that facility will switch to another route, another travel mode, or will be foregone entirely. This concept can be called deterred demand. As discussed below, these two concepts are highly relevant to the DEIR's consideration of the effects of the Project on travel using the

5

⁴ A copy of Professor Handy's CV, included in the compendium as Exhibit M, demonstrates her expertise in transportation planning, and in evaluating induced demand in particular.

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Airport, other alternative facilities, and other travel modes. Yet there is no discussion of these effects or of how they would affect impacts associated with alternatives. Discussion needs to be added and the revised DEIR recirculated.

5

A. The no project alternative will result in reduced demand at the Airport, both by demand shifts to other airports, by mode shifts, and by reduction in trips.

The No Project Alternative specifically assumes that the growth in air travel demand in the Airport's air passenger catchment area will be the same in the No Project Alternative as with the Project, *and all of that demand will continue to be handled at the Airport.* (DEIR, Executive Summary Section ES.5 at p. ES-3 ["The OAK aviation activity projected in these forecasts would occur regardless of whether the Proposed Project is implemented."], *Id.* Section 4.5.1 at p.4-11; see also *Id.* Section 2.4 at p. 2-6.) This assumption is in spite of an acknowledged increase in congestion and "degraded levels of passenger service" at the Airport under no project conditions. (*Id.*) The DEIR neither considers nor discusses whether the loss of some key advantages that the Airport currently has over the competing SFO and SJC airports (i.e. proximity [Appendix C at pp. 42], convenience [*Id.* At pp. 6, 10, 11, 58, 59, 77]) would result in the loss of passenger share to competing airports. ("... Typically, passengers select airports based on proximity to home, work, or their destination; ease and speed of ground access; and availability of convenient and competitively priced flights." Appendix C at p. 12.)

Certainly, if the No Project Alternative would result in the Airport having increased congestion and degraded levels of passenger service,⁵ those factors could be expected to influence passengers' choice of airport and decrease the Airport's market share. Further, given the DEIR's assumption that, at least for many passengers in the Airport's catchment area, the Airport is the most attractive travel mode, at least for longer domestic trips, making the Airport less attractive may also induce travelers to switch to another mode. (e.g., auto travel to Los Angeles and other destinations within California.) In some cases, it may even cause travelers to forego trips entirely, or to result in virtual attendance at meetings. (See Section I above.) These factors, in turn, would reduce airline flights using the Airport in what could easily become a vicious circle. However, these decreases in Airport passengers and flights would also decrease expected noise, energy use, and GHG generation impacts under the No Project Alternative compared to baseline conditions. The DEIR needs to be revised to reflect these effects.

6

B. Implementation of the Project would result in induced demand, increasing passenger use of the Airport, the amount of flights using the Airport, and associated noise, energy, and GHG emissions impacts.

As noted above, induced demand is the phenomenon that when a new or improved travel facility is constructed (e.g., freeway, rail line, airport), the actual

⁵ The DEIR does not explain how levels of passenger service would be degraded, nor to what extent, but presumably that degradation would include such things as longer wait times for check in, boarding, taxiing, takeoff, landing, and baggage claim. It would also delay access to and from the Airport as well as perhaps resulting in dirtier and less attractive terminal facilities.

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measured usage often significantly exceeds what was expected during the planning of the structure. The most common example is a freeway widening constructed to maintain free flow of traffic (Level of Service A) when the expected growth (e.g., new residential or commercial projects) might be expected to cause congestion.

6

What has generally been observed is that rather than maintaining (or restoring) free-flowing traffic, the added lanes very quickly become quite congested – often even beyond the congestion that occurred before the lanes were added.⁶

Studies undertaken to explain these results, often nicknamed the “build it and they will come” phenomenon, show that it results from several causes. First, trips that in the past used a different route or mode switch to the new facility because it is faster, more convenient, or otherwise “cheaper.”⁷ Second, the presence of the new facility induces additional development along its length that might not have occurred had it not been built. Third, additional trips occur that might not have occurred before because the new facility makes more feasible/convenient/attractive trips that otherwise might not have been made. For example, the addition of a third bore in the Caldecott Tunnel on Highway 24 made more feasible/convenient trips from central Contra Costa County to San Francisco for weekend events, trips that would have been deterred by the prior congestion in favor of shorter trips within the local area.

Similarly here, the expansion of the Airport would not only accommodate travel as expected in the DEIR. It would also expand the area for which Oakland would be the preferred airport beyond what it is now. Further, with the existence of the expanded Airport an expansion in the amount of development occurring within the current catchment area could be expected, and even hoped. Finally, the availability of a larger and more attractive airport might convince some travellers to choose air travel through the Airport instead of other travel modes like auto, bus, or train.

With the expanded airport, and the additional induced demand, airlines can be expected to increase the number of flights and destinations beyond what the DEIR predicts, resulting in additional noise, energy, and GHG production impacts beyond those forecast in the DEIR.

Computer programs now exist that can take such induced demand into account in estimating future demand and resulting impacts. (See, e.g., Volker, J. and S.L. Handy, Updating the Induced Travel Calculator, Institute of Transportation Studies, University of California, Davis, Research Report NCST-UCD-RR-22-34, <https://doi.org/10.7922/G2P55KTX> [accessed 10-13-2023].) Such calculators can be adapted for use with the airport expansion to determine the amount of induced demand, its effect on airline travel, and the consequent impact. The DEIR’s air travel figures for the expanded Airport under the Project should be revised accordingly, along with the resulting impacts and potential mitigation measures, and the revised DEIR recirculated for public comment.

CONCLUSIONS

⁶ Specific examples have been the addition of lanes on Highway 580 in eastern Alameda County, on Highway 880 through central and southern Alameda County, and on Highway 80 leading to the Bay Bridge.

⁷ See Prof. Handy’s video presentation, included in Compendium.

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As explained in this letter and associated supporting documents, the DEIR minimizes the impacts of implementing the airport modernization and development project by not taking into account the expected decrease in airport patronage, and associated changes in impacts, if the project is not implemented. Determining that the same growth of patronage, and associated impacts, will occur regardless of whether the project is implemented is, to put it bluntly, magical thinking. 7

Further, Appendix C to the DEIR, which provides the actual forecast of future aviation activity at the airport, is inadequate and inaccurate. The appendix asserts, without any supporting evidence, that the decrease in patronage during the COVID-19 pandemic will resemble that which occurred after the September 11, 2001 airline hijacking and resulting disasters. It assumes that, with COVID-19 now relatively under control, airline patronage will quickly return to pre-pandemic levels as will the patronage trends that were in progress then. As explained in this comment letter, that assumption is highly questionable. The COVID-19 pandemic opened a Pandora's Box of changes to many parts of society, including travel. Those changes have not magically disappeared. The airline and airport industries of 2023 are no longer comparable to those of the pre-pandemic era. In short the analysis in the DEIR, and specifically appendix C, is simplistic, invalid and untrustworthy. The DEIR needs to be extensively rewritten to take into account the comments in this letter, and then recirculated for public comment.

Most Sincerely,


Stuart M. Flashman

The supporting documents referenced in this letter are all available for direct download from Dropbox at the following folder address and are incorporated herein by this reference:

<https://www.dropbox.com/scl/fo/hk5ej4cqw2l0llanflkxk6/h?rlkey=sknwr402ocoIncrvx6jvckgu9&dl=0>

Response to Commenter O-7

1. **Section 5.4** of the EIR includes a cumulative analysis of the Proposed Project. Cumulative projects, which include both on- and off-Airport projects, that were included in the cumulative analysis are listed in **Table 5-1** and shown in **Figure 5-1**. The cumulative analysis is consistent with Section 15130 of the CEQA Guidelines. The cumulative impact study area was determined by starting with the general study area and expanding to include East Oakland as it has been designated as a priority community under California State Assembly Bill 617 (AB 617).
2. Of the four objectives identified by the Port to meet the current and future needs of the Airport, three of the objectives are associated with meeting market demand that are defined in a forecast that was approved by the Federal Aviation Administration (FAA). In addition, the Port recognizes that the Metropolitan Transportation Commission did prepare a Regional Airport System Plan that included the commercial service airports in the Bay Area. However, none of the

commercial service airports, the MTC, or the FAA have the authority to dictate to the airlines what markets they serve or the frequency of their operations. Thus, a coordinated effort among commercial service airports would not result in requirements that would limit commercial service operations.

3. The forecast of passenger enplanements is based on a variety of factors, including population and economic activity, and reflects the demand for service at OAK. For a discussion regarding the forecast used in the EIR, see Global Response A: Aviation Forecast.
4. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. In the past sixteen years, there have been four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
5. Refer to response to Comment #4 of this letter and see Global Response A: Aviation Forecast.
6. Refer to response to Comment #4 of this letter and see Global Response A: Aviation Forecast.
7. The commenter's statements that the EIR minimizes impacts and that the forecast is inadequate and inaccurate are acknowledged.

Commenter O-8
Center for Biological Diversity
Scott Hochberg



October 16, 2023

Via email; References available at
<https://diversity.box.com/s/l8isnbuq76y0z6ng85gr5pfge017yze7>

Ms. Colleen Liang
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Environmental Programs and Planning Division
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**RE: Comments on Draft Environmental Impact Report (DEIR) (SCH No. 2021050164),
Oakland International Airport Terminal Modernization and Development Project**

Dear Ms. Liang,

The Center for Biological Diversity (“Center”) offers the following comments to the Board of Commissioners of the Port of Oakland (“Port”) regarding the Draft Environmental Impact Report (“Draft EIR” or “DEIR”) for the Terminal Modernization and Development Project (“Project”) at the Oakland International Airport (“OAK” or “airport”) (SCH No. 2021050164). The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for California residents.

The proposed Terminal Modernization and Development Project will have significant direct and indirect impacts on Bay Area communities, workers, and the environment, and the Port’s Draft EIR fails to adequately disclose, analyze, or mitigate them. In short, the Project removes current limitations on the Oakland Airport’s growth, which in time will drastically increase the amount of flights, passengers, and cargo that pass through the airport. This additional flight traffic directly contributes to the climate crisis by causing more air pollution and greenhouse gas emissions. The Project also burdens already disadvantaged communities in Alameda, East Oakland, and San Leandro—along with airport workers themselves—with more air pollution, and it will trap more Bay Area neighborhoods under noise-saturated flight paths.

Moreover, the Draft EIR disguises the true impact of the Project. For example, it describes the Project as a “modernization” effort rather than as an expansion project that will result in double the square footage currently in use. It uses an outdated 2019 baseline that is already several years old and does not track the reality of post-pandemic flight patterns. And it classifies anticipated future demand in passengers as inevitable, when in fact that growth could only occur if expanded airport facilities enabled it. Moreover, when climate disasters are ubiquitous across California

and the rest of the world, it is simply the wrong time to expand operations and flight traffic at California’s seventh-largest airport.

Oakland residents deserve better from this Project. The Port should reconsider before approving years of construction noise and air pollution in the local community that would occur if the Oakland Airport undergoes significant growth. These omissions and errors, among others, constitute violations of the California Environmental Quality Act (“CEQA”), Pub. Res. Code § 21000 *et seq.*, and 14 Cal. Code Regs. § 15000, *et seq.* (“CEQA Guidelines”). As such, the Center urges the Port to stay action on any Project approvals until the issues identified below have been addressed in a recirculated Draft EIR pursuant to these laws and regulations.

This comment letter incorporates by this reference in their entirely the following comment letters: Stuart Flashman, on induced demand, and Will Thornton, on noise impacts. Their comments and resumes will be submitted under separate cover.

I. The Draft EIR uses an outdated and inflated baseline that masks the real impacts of the Project.

An EIR compares two possible worlds: one with the proposed project and one without. That framework allows the public to understand the full significance of a project’s impacts on the existing environment and requires decisionmakers to consider alternatives and mitigation measures that eliminate or reduce those impacts. Here, the DEIR’s choice of a 2019 baseline is misleading, both because it will be sorely outdated if this Project moves into the construction phase, and because it inaccurately presents an inflated and stable picture of future aviation growth. This foundational error mars the resulting analysis of the Project’s actual impacts, feasible mitigation, and reasonable alternatives.

The project baseline is the critical point of comparison against which an EIR assesses all impacts of, and alternatives to, a proposal. “Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment” against which any significant environmental effects will be measured. *County of Amador v. El Dorado County Water Agency*, 76 Cal.App.4th 931, 952 (1999).

“Generally, the lead agency should describe physical conditions as they exist at the time the notice of preparation is published.” CEQA Guidelines § 15125(a)(1). CEQA’s central policy goals are best served by this “default” baseline, which provides clarity to decisionmakers and the public, elucidates tradeoffs between short-term and long-term environmental impacts, and avoids the difficulties of predicting the future. An existing conditions baseline is the “norm from which a departure must be justified.” *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, 57 Cal.4th 439 at 455 (Cal. 2013). And any deviation from existing conditions, such as prior historic operations, must be “supported with substantial evidence.” CEQA Guidelines § 15125(a)(1).

1

1

Here, the Port selected 2019 as its baseline year and compared it with 2028 (Planning Activity Level 1) and 2038 (Planning Activity Level 2).¹ Though it issued its Notice of Preparation of a Draft EIR in May 2021, the Port looked back to 2019, as that was the last year before flight traffic was seriously disrupted due to the COVID pandemic. The Draft EIR was released in July 2023, and if approved, planned construction would not start until 2025 at the earliest.² At that point the Port would be relying on data from six years prior.

Current data shows that flight patterns in Oakland continue to trail pre-pandemic levels by a significant margin. For example, in June 2023, the most recent month for which data is available, passenger enplanements are down 18.34% compared to the DEIR's 2019 baseline from that same month. For the first six months of 2023, total passenger enplanements range between 10 to 18% lower than the corresponding 2019 levels. Freight volume follows a similar path, ranging in 2023 from 10 to 27% lower than corresponding 2019 levels. While enplanements and freight volume at OAK continue their post-COVID rebound, the recovery is slower and more uncertain than some have predicted.

	2019 Monthly Passenger Enplanements	2023 Monthly Passenger Enplanements	Monthly 2023 volume as percentage of 2019	2019 Monthly Freight (M lbs.)	2023 Monthly Freight (M lbs.)	Monthly 2023 volume as percentage of 2019
January	954,160	819,955	-14.07%	107,121	77,723	-27.44%
February	881,204	794,338	-9.86%	92,811	72,688	-21.69%
March	1,095,906	912,916	-16.70%	108,421	97,665	-9.93%
April	1,136,370	938,369	-17.42%	105,510	85,568	-18.90%
May	1,204,966	1,002,621	-16.79%	110,871	92,157	-16.88%
June	1,221,824	997,785	-18.34%	101,703	85,530	-15.90%

Figure 1. Total Passenger Enplanements and Freight Volume at OAK, 2019 vs. 2023³

This data has important implications for the Draft EIR. It casts doubt on the EIR's rosy projections for so-called inevitable growth in enplanements in future years. Pre-pandemic levels are already out-of-date, as flight traffic at OAK has not returned to those levels. And even if total passenger enplanements do rise in future years, the overall mix of flight traffic remains unknown, as it relates to cargo traffic, business travel, and general aviation. This uncertainty limits the public's ability to understand the magnitude of the project as it related to flight paths and overall volume of flight traffic. See *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal. 4th 1112, 1113 (affirming that the court's role in reviewing an EIR is to ensure that the public and responsible officials are adequately informed of the environmental consequences of their decisions).

¹ Draft EIR ("DEIR") at 2-6.

² DEIR at 3.3-23.

³ Oakland Airport, Monthly Activity Reports, available at: <https://www.oaklandairport.com/news/statistics/monthly-activity-report/>

1

Experts are divided on the future of air travel generally. While some expect air travel to rise in coming years, others note that macroeconomic constraints may limit this growth in several important ways. For example, a recent investigation pointed out that increased ticket prices (driven in part by the increased cost of carbon mitigation), along with inflation and consumers' lower disposable income may limit industry growth in coming years, despite the receding pandemic.⁴ Airlines' staffing shortages, a current issue causing mass cancellations and delays, may further limit growth.⁵ Moreover, climate change is already making flying more tenuous and unpredictable. For example, there have already been flight disruptions from more frequent thunderstorms due to hotter air, visibility limitations from wildfire smoke, "invisible turbulence" from hotter air trapped near the ground, increased overall turbulence due to the changing jet stream, planes unable to take off in extreme heat, and damage to airport infrastructure from sea level rise and flooding.⁶ Macroeconomic factors and current risks from climate change already inject much uncertainty into long-range planning. The Port's decision to use an outdated and arbitrary baseline multiplies that uncertainty even further. This legal error undermines the DEIR's value as an informational document and skews its analysis and disclosure of impacts. *See Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Cmrs.*, 91 Cal. App. 4th 1344, 1382 (2001).

One of the largest areas of uncertainty in the post-COVID era is the extent to which business travel rebounds to pre-pandemic levels. If the overall trends towards remote work and less flying continue, the current dip in business travel may very well become permanent. According to research by Stanford University economics professor Nicholas Bloom, as of May 2023, business air travel costs were up only 1% over 2019, and given total inflation of 20% over the past four years, that represents a real decline.⁷ Traditional markers of business travel, such as hotel room occupancies and conference center bookings, are still down across the Bay Area.⁸ The trend towards remote work may dampen the rebound of aviation demand at OAK over the long-term, yet the DEIR ignores these possibilities.

⁴ Weston, Geoffrey, et al., Bain & Company, Air Travel Forecast to 2030: The Recovery and Carbon Challenge, July 20, 2023, available at: <https://www.bain.com/insights/air-travel-forecast-interactive/>

⁵ <https://www.cbsnews.com/news/the-future-of-flying-more-delays-more-cancellations-more-chaos/>

⁶ See, e.g., Allain, Rhett, Why Phoenix's Airplanes Can't Take Off in Extreme Heat, Wired, Jun. 20, 2017, available at: <https://www.wired.com/story/phoenix-flights-canceled-heat/>; Cerullo, Megan, Another Effect of Climate Change? More Flight Delays and Cancellations, CBS News, Jul. 27, 2023, available at: <https://www.cbsnews.com/news/climate-change-flight-delays-and-cancellations-travel/>; Environmental Defense Fund, Five Ways Climate Change Can Make Air Travel Worse, available at: <https://www.edf.org/card/5-ways-climate-change-can-make-air-travel-worse?card=5>; Tomer, Adie & George, Caroline, America's Airports Aren't Ready for Climate Change, Brookings, Mar. 1, 2023, available at: <https://www.brookings.edu/articles/americas-airports-arent-ready-for-climate-change/>.

⁷ Baron, Ethan, Will Business Travel to the Bay Area Bounce Back to Pre-COVID Levels? Maybe Not, Mercury News, Sept. 5, 2023, available at: <https://www.mercurynews.com/2023/09/05/will-business-travel-to-the-bay-area-bounce-back-to-pre-covid-levels-maybe-not/>.

⁸ *Id.*

Finally, policy change may also limit demand for aviation in California. The Air Resources Board is currently considering adding conventional jet fuel to the Low Carbon Fuel Standard,⁹ which if adopted, could cost airlines more money to offset their deficits and consequently raise ticket prices. Future regulation at the national or international level might also impact the availability and price of future flights. Yet the DEIR's forecast analysis ignores these possibilities as well.

1

Given the many overlapping axes of uncertainty regarding long-range aviation demand forecasts, the Final EIR can at the very least mitigate some of this uncertainty by starting from an accurate baseline, not one that will be at least six years old by the time the Project commences. The 2019 data inflates the passenger baseline by 10 to 18% compared with the most recent data from 2023. This inflated baseline makes the impacts on existing conditions appear substantially less than they actually will be, a defect that mars the DEIR's analysis of noise, GHG emissions, air pollutants, and other areas. The Final EIR should include updated information that reflects changed circumstances since the Port's initial study, and it should use 2022 or 2023 baseline conditions, as such data is available.

II. The DEIR fails to consider the substantial growth-inducing impacts of the Project, which removes limitations on the airport's growth.

An EIR must describe any growth-inducing impacts of a proposed project, including indirect impacts on growth. Pub. Res. Code §21100(b)(5); 14 Cal Code Regs §15126(d), §15126.2(e); *Napa Citizens for Honest Gov't v Napa County Bd. of Supervisors* (2001) 91 CA 4th 342, 368. Removing obstacles to growth is a growth-inducing impact that must be considered. 14 Cal. Code Regs. §15126.2(e). As one example, the Guidelines specify that constructing a wastewater treatment plant might mean that wastewater treatment capacity would no longer be a limiting factor to growth in the area. *Id.* The project would therefore be growth-inducing and that effect would need to be analyzed. The EIR must also consider aspects of the project besides economic growth "which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." *Id.*

2

This Draft EIR fails to describe growth-inducing impacts of the Project and is therefore not adequate under CEQA. The DEIR claims that "the increase in passengers would occur whether or not" the Project is completed, and therefore, that "no indirect effect of growth would occur."¹⁰ But the evidence shows the opposite. The DEIR admits that the existing terminals impede the airport's ability to serve a higher volume of passengers, especially at peak demand periods:

"The existing terminals at OAK were designed to accommodate an estimated 8 to 10 million annual passengers. However, in 2019, more than 13 million annual passengers traveled through the Airport. This means that the existing terminal facilities (gates, holdrooms, ticketing/check in, passenger security screening checkpoint, baggage makeup, baggage claim, and CBP area) at OAK already do not meet industry standard

⁹ Low Carbon Fuel Standard Standardized Regulatory Impact Assessment, California Air Resources Board, <https://ww2.arb.ca.gov/resources/documents/low-carbon-fuel-standard-sria>

¹⁰ DEIR at 5.3.2.

levels of service. New and modernized terminal facilities would be sized to accommodate the market-based passenger demand at industry standard levels of service, including peak-hour domestic and international flights.”¹¹

2

The DEIR’s Project Objective #4 acknowledges that absent additional re-designed gates, larger aircraft cannot be accommodated at the facility without leaving some gates empty:

“The existing terminals are experiencing operational constraints because the existing terminals were designed to accommodate aircraft that were in the fleet at the time the terminals were designed. Passenger airlines now use larger aircraft, which means that some existing aircraft parking positions cannot operate independently of an adjacent aircraft gate. For example, if a widebody aircraft is parked at Gate 3, it may not be possible for another aircraft to park at Gate 5 because the wing tip from the aircraft parked at Gate 3 penetrates the area where an aircraft would park at Gate 5.

The new and modernized terminal facilities would be sized and configured to support the aircraft fleet forecast to operate at OAK by providing each gate with sufficient terminal frontage and apron area so that all gates can operate independently.”¹²

It further notes that the existing facilities are inadequate to handle likely increases in air travel and cargo. These constraints—limited capacity in the terminal facilities and inability to accommodate large planes simultaneously—limit growth, and the Project will admittedly remove those constraints. In fact, the Port of Oakland’s Director of Aviation admitted as much in a 2022 interview: “‘We’re one of the few airports with an opportunity to really expand our existing terminal footprint,’ he said, adding that the expansion could greatly increase the airport’s passenger and aircraft traffic, and do so efficiently.”¹³ All in all, the Project would allow the significant impacts associated with increased aircraft and passenger traffic to occur—a “but for” growth-inducing impact the DEIR needs to analyze.

A. The DEIR arbitrarily used “unconstrained” growth forecasts, essentially assuming the conclusion it attempts to reach.

3

The DEIR attempts to sidestep the effects of the Project fact by claiming that future air travel is solely determined by market-based demand and is not affected by whether the Project is completed. But it provides no evidence to support that argument. The DEIR includes an “Oakland Airport Comprehensive Aviation Activity Forecast” appendix that offers “unconstrained” forecasts of how aviation demand might grow over time, but its analysis

¹¹ DEIR at 2.5.2.

¹² DEIR at 2.5.4, and n. 5.

¹³ Fink, Bill, “New Restaurants and Other Improvements for Oakland International Airport,” The Points Guy, June 20, 2022, available at: <https://thepointsguy.com/news/oakland-airport-upgrades/>

“assumes facilities can accommodate the projected demand.”¹⁴ Because the forecast only predicts “unconstrained” growth, it contains no analysis of how the lower levels of service and limitations at the Oakland Airport could affect flight traffic at the airport. For example, the DEIR forecasts that 24.5 million people will pass through the airport in 2038, compared with 13.4 million in 2019—a year when, according to the DEIR, its facilities were already constrained.¹⁵ It is highly unlikely that the Airport could accommodate a near doubling of passenger traffic with its current facilities without causing airlines to make different choices about routing their flights through OAK, or, without passengers choosing another airport because of delays, traffic, poor customer experience, etc. Conversely, if the Project is approved and a new terminal is constructed, airlines would be more likely to route flights through OAK, and passengers would be encouraged to utilize the expanded itineraries the airport offers. The DEIR did not analyze these possibilities, and its decision to include only “unconstrained” forecasts lacks substantial evidence and is thus inadequate under CEQA.

3

The DEIR also engaged in circular logic around forecasted demand by essentially predicting that traffic at OAK will grow *precisely because* OAK can accommodate the growth. By 2034, FAA’s projection shows 23% fewer passengers passing through OAK than the DEIR’s modeling.¹⁶ The DEIR argues that the FAA projections are wrong, in part, because of “Southwest Airlines commitment to the airport and specific plans for growth at OAK, and OAK’s ability to accommodate this growth in traffic, specifically available airside capacity, in contrast to other constrained regional airports.”¹⁷ In essence, the DEIR is arguing that OAK will grow because Southwest is committed to growing its presence at the airport, and because OAK can accommodate that growth (which is presumably enabled by this Project). This circular logic shows that the DEIR expects growth to occur because the airport can and will accommodate it, without explaining how much growth would occur if the Project did not move forward.

This common sense principle about airport expansion—that demand is constrained by and determines supply—is widely recognized. See, e.g., Bill Hethcock, “Dallas Fort Worth International Airport to Add Gates,” Dallas Business Journal, Dec. 5, 2018 (stating 15 additional gates at repurposed concourse “will support up to 100 additional flights a day”);¹⁸ Jeremy Hill, “U.S. Airports Spend Record Sums to Renovate Amid Travel Boom,” Bloomberg News, July 2, 2018 (Airports Council president noting that “burst of building” is intended to “meet the demands of passenger growth”);¹⁹ Robert Silk, “More and More Airports Running Out of Space,” Travel Weekly, June 17, 2018 (Boyd Group International president noting “air traffic

¹⁴ DEIR Appendix C at 11. (“The forecasts presented here are “unconstrained” and as such do not take facility constraints or other outside limiting factors into consideration. In other words, for the purposes of estimating future demand, the forecast assumes facilities can accommodate the projected demand.”)

¹⁵ DEIR Appendix C at 6.

¹⁶ DEIR Appendix C at 57.

¹⁷ *Id.*

¹⁸ Available at <https://www.bizjournals.com/dallas/news/2018/12/05/dallas-fort-worthinternational-airport-to-add.html>.

¹⁹ Available at <https://www.bloomberg.com/news/articles/2018-07-02/travel-surge-has-airports-spending-on-renovation-at-record-pace>.

demand has a tendency to adjust to supply” and that, “as major airports fill up, flights often spill over to nearby, smaller airports”²⁰.

3

A further deficiency in the DEIR’s demand analysis relates to its omission of the connection between OAK and the other two large Bay Area airports, San Jose (“SJC”) and San Francisco (“SFO”). The DEIR concedes that OAK, SFO, and SJC compete for the core passenger market in the Bay,²¹ and that “predicting future demand levels at individual airports cannot be done in isolation and one must consider the trends and dynamics occurring at other airports in the region.”²² Despite this recognition of the need for holistic analysis, the DEIR flatly asserts that those other airports could not absorb a greater share of the expected demand. For example, it simply states that SFO and SJC are constrained, citing, in the only parenthetical dedicated to the topic: “(e.g., airfield capacity, weather, and nighttime curfews).”²³ There is no further discussion of these limitations, or any explanation of why these airports cannot meet some or all of the projected demand growth. This is especially egregious in the case of SFO, which has nearly triple the number of daily departure seats as compared to OAK.²⁴ This lack of analysis is startling and legally deficient: the DEIR’s failure to evaluate the capacity limitations of other regional airports lacks substantial evidence and is inadequate under CEQA.

B. The DEIR’s growth modeling suffers from optimism bias and does not consider the possibility of contraction or other growth trajectories.

4

It is clear that the DEIR’s confidence about the projected growth stems in large part from both public commitments by and confidential conversations with Southwest, the airport’s biggest airline, which consumed 76% of the airport’s seat capacity in 2021.²⁵ The DEIR notes that Southwest is “invested in growing [at] the airport,”²⁶ and admitted that due to “additional discussions with the airline, Southwest during the pandemic reaffirmed their commitment to OAK.”²⁷ And the DEIR notes that its demand forecasting was affected in part by the fact that the Southwest operating day will be longer in 2028 than in 2019.²⁸ It is odd that so much of the DEIR’s analysis of why its growth projections are so different from FAA’s relies on Southwest’s own projections, and casts doubt on its assumption that future growth is determined by forces entirely outside the airport’s control.

The overly narrow focus on Southwest leads the Port down a path of what some researchers have called “optimism bias,” which is especially important because “aviation demand forecasts are

²⁰ Available at [https://www.travelweekly.com/Travel-News/Airline-News/More-andmore-airports-running-out-of-space](https://www.travelweekly.com/Travel-News/Airline-News/More-and-more-airports-running-out-of-space).

²¹ DEIR Appendix C at 20.

²² DEIR Appendix C at 58.

²³ DEIR Appendix C at 77.

²⁴ DEIR Appendix C at 21.

²⁵ DEIR Appendix C at 39.

²⁶ DEIR Appendix C at 42, 58.

²⁷ DEIR Appendix C at 58.

²⁸ DEIR Appendix C at 76.

4

used to justify and fund infrastructure investments.²⁹ Further complicating the practice of forecasting is optimism: optimism that aviation demand will grow, and optimism that investment in the airport will spur development itself. Since the beginning of airport development in the U.S., the mindset in the aviation industry has pro-growth based underlying assumptions of economic growth and global consumer capitalism.³⁰ The authors of one paper compared 704 10-year aviation demand forecasts from 64 airports between 1995 and 2005. They found that 85% of the errors overestimated the demand that actually occurred; *the median forecast error was close to 30%.*³¹ The authors wrote that with so much uncertainty, precisely predicting demand is “challenging at best and impossible at worst.”³² Several examples are shown in Fig. 2 below.

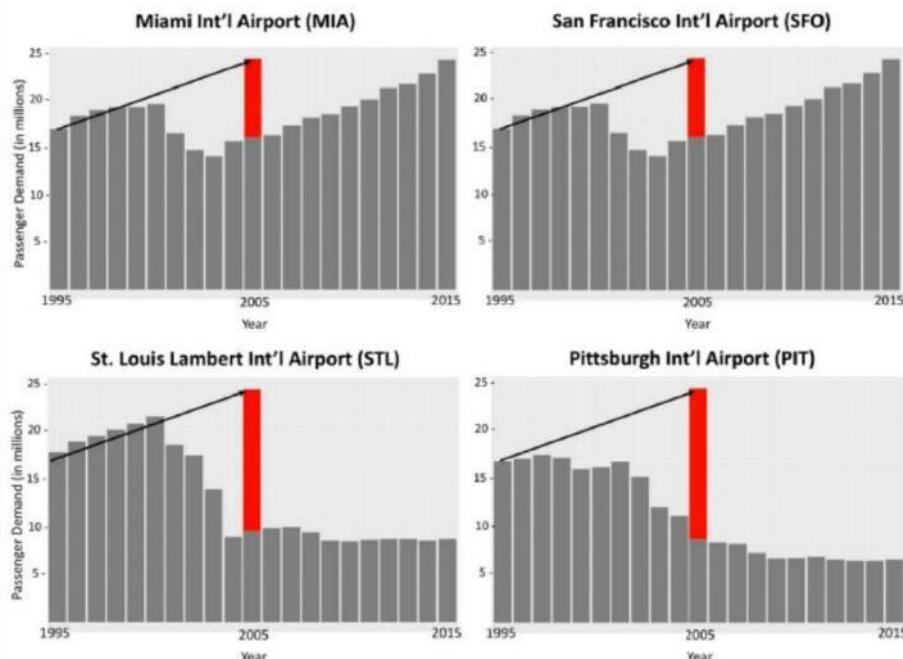


Fig. 2. Annual passenger demand and 10-year TAF forecast (base year 1995, target year 2005) for sample airports.

The authors studied four airports where the 10-year demand projections were wildly off-base. At Miami and San Francisco, demand in the target year was much lower than projected, though those airports eventually rebounded and reached the target many years behind schedule. At St. Louis and Pittsburgh, demand permanently contracted and never met the projected volumes. The

²⁹ Suh, Daniel & Ryerson, Megan, Forecast to Grow: Aviation Demand Forecasting In An Era of Demand Uncertainty and Optimism Bias, *Transportation Research Part E* 128 (2019), 400-16, at 409.

³⁰ *Id.* at 403.

³¹ *Id.* at 404.

³² *Id.* at 403.

authors then developed a mathematical model to predict 10-year contraction in passengers. By pivoting from trying to predict demand accurately to instead modeling the likelihood of contraction, airport planners can avoid unwise infrastructure investments.³³ Instead of engaging with this literature, the DEIR instead turned its rose-colored glasses to the future, and based largely on the announced plans of Southwest, decided that demand would be linear and continuous—despite much evidence to the contrary from peer airports. The DEIR improperly ignored the risks of contraction and did not run models that accounted for interruptions to growth, despite acknowledging that September 11 and the pandemic both eased unanticipated rapid demand drop. The DEIR does not acknowledge or analyze the possibility that its expansion project, along with the capacity it adds, will go unused in future years.

4

C. The DEIR ignores the substantial literature concerning induced demand from transportation infrastructure projects.

5

The clearest evidence that removing obstacles to travel increases the amount of travel comes from roadway expansion projects. Numerous studies have confirmed that increasing road capacity also increases vehicle travel and associated emissions.³⁴ Adding roadway capacity through new freeway developments, widenings, and expansions decreases travel time and traffic, “in effect lowering the ‘price’ of driving” and resulting in an increase in vehicle miles traveled (“VMT”).³⁵ The increase in VMT is not offset by decreases in other road usage.³⁶ And VMT increases even more in the long term after a capacity expansion.³⁷ Both Caltrans³⁸ and the California Air Resources Board³⁹ have issued guidance to help agencies estimate and account for induced demand from road expansion projects. Equally, increasing the capacity of airports

³³ *Id.* at 415.

³⁴ Susan Handy & Marlon G. Boarnet, Cal. Air Res. Bd., Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions (2014) [hereinafter HANDY & BOARNET], available at https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf; see also Susan Handy, Nat'l Ctr. for Sustainable Transp., Increasing Highway Capacity Unlikely to Relieve Traffic Congestion (2015), available at https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-nest_brief_inducedtravel_cs6_v3.pdf; Michael L. Anderson, Lucas W. Davis & Leila Safavi, California Air Resources Board, Estimating Induced Travel from Capacity Expansions on Congested Corridors (2021), available at: <https://ww2.arb.ca.gov/sites/default/files/2021-04/18RD022.pdf>. See also Technical Advisory on Evaluating Transportation Effects in CEQA, Office of Planning and Research, State of California, April 2018, available at: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.

³⁵ Handy & Boarnet, *supra* note 18, at 2.

³⁶ *Id.* at 5.

³⁷ *Id.* at 4.

³⁸ Jose Comacho, CalTrans, Induced Travel Calculator Improvements (2022), available at: <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/research-notes/task3354-rns-02-22a11y.pdf>

³⁹ Michael L. Anderson, Lucas W. Davis & Leila Safavi, California Air Resources Board, Estimating Induced Travel from Capacity Expansions on Congested Corridors (2021), available at: <https://ww2.arb.ca.gov/sites/default/files/2021-04/18RD022.pdf>.

lowers barriers to air travel and increases air traffic. Demand-induced travel is beyond debate in the context of roads, and the DEIR is misguided to ignore it in an analogous context.

5

Even more specifically, some research applies these findings to aviation. One paper notes the general finding that infrastructure investment and ensuing passenger demand are linked, a basic relationship the DEIR fails to acknowledge: “[C]apacity change would trigger a complicated set of adjustment of and interplay among passenger demand, air fare, flight frequency, aircraft size, and flight delays, leading to an equilibrium shift.”⁴⁰ More specifically, the authors find that “capacity constraint suppresses demand and increases passenger generalized cost. Facing delays, passengers’ willingness-to-pay is reduced; airlines tend to lower frequency and pass part of the delay cost they bear to passengers.”⁴¹ The converse is also true: “With higher capacity, airlines tend to raise both fare and frequency while decreasing aircraft size. More demand emerges in the market, with reduced generalized cost for each traveler.”⁴² The DEIR again ignores the basic finding that increased infrastructure leads to more capacity and stimulates more demand.⁴³

The fact that the Port is proposing to expand OAK to such an extent is itself evidence that this must enable and/or induce additional passenger operations, since otherwise pouring billions of dollars into a major overhaul of the terminals would be pointless. Merely improving existing passengers’ “experience,” when the Port claims that demand will continue to rise at the same rate even if the Project were not built, does not make sense, unless it would also increase revenues and/or enable growth.

These failures and omissions show that the DEIR does not provide accurate information about the amount of growth the Project will cause. In short, the DEIR proposes expanding the airport so it can accommodate more passengers through the terminals and put them onto bigger airplanes, but denies the public any information about how this will affect the air traffic above them. In so doing, the EIR fails to disclose the full extent of the Project’s direct and indirect environmental impacts, and consequently fails to properly analyze or mitigate those impacts, in violation of CEQA.

III. The DEIR’s Analysis of Alternatives Is Flawed.

6

CEQA requires agencies to consider reasonable alternatives to a proposed project. A proper analysis of alternatives is essential to comply with CEQA’s mandate that significant environmental damage be avoided or substantially lessened where feasible. Pub. Res. Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d); *Citizens for Quality Growth v.*

⁴⁰ Zou, Bo & Hansen, Mark, Flight Delays, Capacity Investment, and Social Welfare Under Air Transport Supply-Demand Equilibrium, *Transportation Research Part A*, Vol. 46, p. 965-980 (2012), available at: <https://www.sciencedirect.com/science/article/pii/S096585641200033X>

⁴¹ *Id.* at 978-79.

⁴² *Id.* at 965.

⁴³ See also, Gong, Zhenwei et al., On the Effects of Airport Capacity Expansion Under Responsive Airlines and Elastic Passenger Demand, *Transportation Research Part B: Methodological*, Vol. 170, p. 48-76 (April 2023), available at: <https://www.sciencedirect.com/science/article/abs/pii/S0191261523000231>.

City of Mount Shasta (1988) 198 Cal.App.3d 433, 443-45. “Without meaningful analysis of alternatives in the DEIR, neither the courts nor the public can fulfill their proper roles in the CEQA process . . . [Courts will not] countenance a result that would require blind trust by the public, especially in light of CEQA’s fundamental goal that the public be fully informed as to the consequences of action by their public officials.” *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 404. Critically, an EIR’s consideration of alternatives must “foster informed decision-making and public participation.” CEQA Guidelines § 15126.6(a); *Laurel Heights*, 47 Cal.3d at 404 (“An EIR’s discussion of alternatives must contain analysis sufficient to allow informed decision-making.”). The discussion of alternatives must focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. CEQA Guidelines § 15126.6(b).

6

The key to selection of alternatives is identifying alternatives that meet most project objectives while reducing the level of environmental impacts. *Watsonville Pilots Ass’n v City of Watsonville* (2010) 183 CA4th 1059, 1089. In order to do that, the project objectives must first be broad enough that they do not foreclose the possibility of alternatives. *North Coast Rivers Alliance v. Kawamura* (2015) 243 Cal.App.4th 647, 668-670 (EIR violated CEQA where it narrowly defined project a project objective, then dismissed alternatives that would not accomplish this objective). Next, the environmental impacts of alternatives that largely met the objectives must be evaluated against the proposed project. *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 443-45. This DEIR failed on both counts.

A. The Project’s narrow objectives foreclose an adequate alternatives analysis.

7

The DEIR employs improperly narrow project objectives in order to reject all alternatives to the proposed Project. A project’s objectives may not be so narrowly defined that they essentially preordain the selection of the agency’s proposed alternative. *North Coast Rivers Alliance*, 243 Cal.App.4th at 668-670 (EIR violated CEQA where it narrowly defined a project objective, then dismissed alternatives that would not accomplish this objective).

In *We Advocate Thorough Environmental Review v. County of Siskiyou* (“WATER”), Crystal Geyser applied for a permit to revive a shuttered plant that extracted and bottled groundwater. (2022) 78 Cal.App.5th 683, 691. The EIR said that the project’s objectives were to operate a beverage bottling facility at the plant to “meet increasing market demand” and to “utilize the full production capacity of the existing Plant building.” *Id.* at 692. The court found that those objectives were “so narrow as to preclude any alternative other than the Project.” *Id.* As the court said, “if the principal project objective is simply pursuing the proposed project,” then the results of the alternatives analysis are a “foregone conclusion” and an “empty formality.” *Id.* The court found that the error was prejudicial because it prevented informed decisionmaking and public participation. *Id.* at 693.

The Port here, too, has essentially described the project objective as operating the Project as proposed. The objective of this Project is to expand the existing airport to “accommodate

market-based demand” and a “larger-sized aircraft fleet.”⁴⁴ As in *WATER*, the objective predetermines what the land use will be (an airport expanded for more and larger traffic), the size (large enough to meet supposed market demand), and the location (the current OAK site). 7

Like in *WATER*, the alternatives section then becomes an empty formality. This DEIR screens out every single alternative on the grounds that it will not accommodate the assumed market-based demand or will be cost-prohibitive.⁴⁵ This screening process leads to a DEIR that only analyzes two possibilities, the proposed project or no project, and comes to the odd conclusion that the project is its own environmentally superior alternative.⁴⁶ Because only a project that “accommodates market-based demand” on that site will meet the project objectives, no alternatives are possible—exactly the analysis that failed in *WATER*.

B. The DEIR’s claim that there is no environmentally superior alternative lacks evidence.

An EIR must focus on alternatives that can avoid or substantially lessen a project’s significant environmental effects. Pub. Res. Code §21002; 14 Cal. Code Regs. §15126.6(a)–(b). The alternatives discussed in an EIR should be ones that offer substantial environmental advantages over the proposed project. *Citizens of Goleta Valley v Board of Supervisors* (1990) 52 C3d 553, 566. See *Cleveland Nat'l Forest Found. v San Diego Ass'n of Gov'ts* (2017) 17 CA5th 413, 436 (rejecting transportation plan EIR that did not consider alternatives that would reduce vehicle miles traveled). An EIR may not exclude the required discussion of environmentally superior alternatives without providing substantial evidence and analysis showing why none is available. *Habitat & Watershed Caretakers v City of Santa Cruz* (2013) 213 CA4th 1277, 1305; *Save Our Access—San Gabriel Mountains v Watershed Conserv. Auth.* (2021) 68 CA5th 8, 31; *Mount Shasta Bioregional Ecology Ctr. v County of Siskiyou* (2012) 210 CA4th 184, 199.

This DEIR’s alternative analysis fails because it concludes, without substantial evidence, that no alternatives will avoid the air quality and greenhouse gas impacts caused by the proposed Project. The EIR claims that “there is no potential avoidance alternative for air quality and greenhouse gas operational emissions as the emissions are the result of aircraft activity.”⁴⁷ The DEIR’s alternative analysis is thus rendered invalid by the same fundamental flaw described above: it denies the impact the Project will have in the form of increased induced air traffic. In fact, the increase in air traffic will be the most significant direct impact of the proposed Project. In the alternatives analysis, the unsupported assumption that air traffic will be constant in every scenario means that the DEIR fails to identify alternatives that would mitigate that impact. Because the proposed Project will induce flight-related growth and CEQA requires that growth-inducing impacts be analyzed with the Project, the DEIR must consider alternatives that would not induce growth.

The DEIR’s denial that the Project will increase air traffic leads it to overlook an alternative that could reduce impacts. It screens out alternative 4.4.3, a plan that would retrofit Terminal 1 to meet current seismic and fire code standards without expanding the airport’s capacity or doing

⁴⁴ DEIR at ES-1.

⁴⁵ DEIR at 4-6-10.

⁴⁶ DEIR at 4-11-14.

⁴⁷ DEIR at 4.8.

any other renovations.⁴⁸ Alternative 4.4.3 would make the airport safer and potentially more efficient, but not busier. In fact, alternative 4.4.3 would maintain limits on growth, and therefore, would avoid inducing growth in air traffic and the attendant environmental harms. By omitting this analysis, the EIR does not “foster informed decision-making and public participation,” in violation of CEQA. CEQA Guidelines § 15126.6(a); *Laurel Heights*, 47 Cal.3d at 404 (“An EIR’s discussion of alternatives must contain analysis sufficient to allow informed decision-making.”).

8

IV. The DEIR Fails to Describe Repeated Single-Event Noise Impacts of the Project, in Violation of Clear Caselaw Concerning This Same Airport.

9

The goal of providing Californians with “freedom from excessive noise” is included among CEQA’s basic policies. Pub. Res. Code §21001(b). Under the definition of the term “environment” in Pub. Res. Code §21060.5, noise is included as a physical condition that may be affected by a proposed project. The Guidelines definition clarifies this reference by using the term “ambient noise” to describe the physical condition that could be changed by a project. 14 Cal. Code Regs. §15360.

This same airport has been subject to CEQA litigation in years past, which makes it all the more striking that the Port did not follow the clear guidance set forth in that case. In *Berkeley Keep Jets Over the Bay Comm. v Board of Port Comm’rs* (2001) 91 CA4th 1344, 1377, the court rejected the Oakland Airport’s EIR’s exclusive reliance on a cumulative noise descriptor (the Community Noise Equivalent Level, or CNEL) as the sole indicator of the noise impacts of expanding cargo flight operations at an airport. The court found the impact assessment did not provide a meaningful analysis of the increase in the number of nighttime flights resulting from the project, the changes to noise levels in quiet residential areas that would result, and the community reaction to those changes in the nighttime noise environment. *Berkeley Keep Jets*, 91 CA4th at 1381.

The court stated further:

“We believe the potential noise impact of increased nighttime flights mandates further study. The Guidelines provide that the level of detail required in addressing particular impacts should be “in proportion to their severity and probability of occurrence.” Guidelines, § 15143. Using this standard, the Port cannot simply ignore the CEQA standard of significance for assessing noise, the credible expert opinion calling for further evaluation of the impact of single event noise, and public concern over the noise created by increased nighttime flights. CEQA requires that the Port and the inquiring public obtain the technical information needed to assess whether the ADP will merely inconvenience the Airport’s nearby residents or damn them to a somnambulate-like existence.” *Berkeley Keep Jets*, 91 CA4th at 1381.

According, the Draft EIR fails to comply with this decision for the following reasons:

- The Draft EIR does not list, in clear, understandable language, the impact that many more daily flights will have on ambient noise in surrounding communities. The DEIR makes

⁴⁸ DEIR at 4.8.9.

the same foundational error cited above: by assuming that the dramatic increase in flight traffic in 2028 and 2038 is inevitable, the DEIR fails to grapple with the changes in noise in surrounding communities the Project will create. As the *Berkeley KJOB* court noted, residents need to understand what effect the Project will have on their daily lives, including sleep, as there is great reason to believe that the communities already suffering from repeated nighttime flyovers will endure more of the same with the Project. Bizarrely, the DEIR claims there will be very little difference in residents' sleep disturbances between 2019 and 2038, despite the growth in air traffic. In Appendix M, the DEIR claims that average nighttime sleep disturbances ("NAWR") are *virtually identical* between 2019 and 2038: 8 to 34 disturbances in 2019, depending on if windows are closed or open, versus 8 to 37 disturbances in 2038, depending on if windows are closed or open.⁴⁹ The document does not address why this would be the case, and how the possible alteration of flight paths and flight frequencies impact this analysis.

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- Noise has been worsened since the *Berkeley KJOB* decision by the conversion of flight paths to and from the airport from a "cone" vector arrival path to the NextGen GPS path where all arriving and departing planes fly over the exact same neighborhoods.⁵⁰ The DEIR fails entirely to address repeated single event noise impacts to communities along the arrival and departure paths, specifically in the Berkeley/Oakland Hills. The Airport receives hundreds of complaints annually regarding this impact, which will be substantially worsened with the Project. While Appendix M address sleep disturbances, it does not analyze the Berkeley or Oakland Hills at all, instead narrowing its focus of affected areas to Alameda, part of East Oakland near the Bay, and part of San Leandro. The Oakland and Berkeley hills deserve careful analysis, as residents there have complained for years about the impact of aircraft noise on their daily lives and sleep.⁵¹ The DEIR should be revised to include a map of flight paths, a table of noise complaints with accompanying map, and a detailed analysis of single event noise as it may affect sensitive receptors in the Berkeley/Oakland Hills and elsewhere. The document should also add noise receptors to cover all foreseeably affected areas, such as in the South Bay.

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- The DEIR contradicts Oakland's newly adopted Environmental Justice Element for its General Plan ("EJ Element").⁵² The landmark EJ Element "serves as the foundation for achieving equity and environmental justice when planning for future growth and development in Oakland."⁵³ The Plan aims to improve "the environmental health of those most harmed by pollution burdens and impacted by historic disinvestment and disenfranchisement by investing in these communities to create opportunities that will

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⁴⁹ DEIR Appendix M, Table 2-3.

⁵⁰ See, e.g., East Bay NextGen Flight Path Maps, Save Our Skies East Bay, available at: <https://soseastbay.org/east-bay-nextgen-flight-path-maps/>

⁵¹ These communities are not the only ones affected by noise from OAK. Oakland's General Plan notes that in 2003, 83% of complaints received by OAK's noise report hotline were from Alameda and Fremont callers. The DEIR did not analyze the noise in Fremont at all. See Oakland General Plan (2005), at 11, available at: <https://cao-94612.s3.amazonaws.com/documents/oak070995.pdf>

⁵² Oakland Environmental Justice Element ("EJ Element"), Sept. 26, 2023, available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/EJ-Element_Adopted-9.26.23.pdf.

⁵³ *Id.* at ES-1.

allow its residents to live long, healthy lives.” As such, this Project should comply with the recently adopted EJ Element, maintaining consistency with the City as it brings renewed attention to issues of inequity and pollution.

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While noise will be studied more carefully in Phase 2 of the EJ Element, to be completed in 2025,⁵⁴ there are important indications that the Airport Project will exacerbate the environmental injustice the Element seeks to fix. For example, the document lists “protecting homes from excessive noise and improving community noise environments,” “ensuring public spaces do not experience excessive noise while also supporting community events,” “and reducing noise pollution and exposure” as primary goals.⁵⁵ It also notes that “constant, excessive noise can increase stress, anxiety, depression, high blood pressure, heart disease, and more”⁵⁶—a substantial literature that the Draft EIR ignores altogether. The Draft EIR nonetheless plows ahead, clearing the way for aviation pollution that will continue to burden the very communities Oakland is trying to project through its EJ Element. The Project is clearly at odds with the City’s intention in its General Plan update. A recirculated EIR should address how the increase in aircraft traffic can be compatible with Oakland’s lofty goals to protect its residents from unnecessary noise pollution, along with the other related issues the EJ Element addresses that are worsened by increased flight pollution.

V. Cumulative Impacts

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The DEIR uses a “list” approach to identifying planned projects that may result in cumulative impacts in combination with those of the proposed project. While the list may be comprehensive, the subsequent analysis of impacts is not. For example, the biological resources assessment fails to discuss cumulative loss of wetland and burrowing owl habitats; the air quality and greenhouse gas discussions fail to quantify cumulative emissions; and the cumulative transportation analysis addressed LOS and not VMT, as currently required under CEQA.

VI. Aircraft Contribute Significantly to Climate Change and Harm Human Health and Welfare, and This Project Will Result in More Flight-Based Emissions

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As argued above, the Project will bring thousands of new flights and millions of new passengers through the OAK Airport in coming years. As such, the Project contributes to the escalating climate crisis as well as local air pollution that affects communities and workers in the vicinity of the airport.

A. Climate change is one of the greatest challenges facing the United States and the world.

⁵⁴ *Id.* at 1-3.

⁵⁵ *Id.* at 1-5.

⁵⁶ *Id.* at 2-8. See also, Baumgartner, Emily et al., Noise Could Take Years Off Your Life. Here’s How. NY Times, Jun. 9, 2023, available at: <https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html>

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Global warming is occurring on an unprecedented scale as a result of human activities.⁵⁷ The combustion of fossil fuels since the Industrial Revolution is the most prominent force driving climate change.⁵⁸ The United States government, and EPA in particular, have repeatedly recognized that this anthropogenic climate change is causing widespread, severe harms across the country, requiring immediate and substantial greenhouse gas emissions reductions.⁵⁹ The impacts of more frequent and intense extreme weather events, intensifying droughts, hazardous air quality associated with wildfire and ozone pollution, rising water temperatures, ocean acidification, and sea level rise “are already being felt in communities across the country.”⁶⁰

To limit warming to 1.5°C, global CO₂ emissions must be cut in half by 2030—ten years from now—and reach near zero by 2050,⁶¹ with faster reductions needed in the U.S.⁶² Thus, to avoid the devastating climate change-driven damages that would come with exceeding 1.5°C warming, we must implement deep greenhouse gas emissions reductions without delay across all sectors, including aviation.

The IPCC’s most recent report, entitled Climate Change 2022: Impacts, Adaptation and Vulnerability, found that warming is proceeding even faster than anticipated, and the best-case scenario for climate change is slipping out of reach. (IPCC 2022.) The report now estimates that, over the next 20 years, the world will cross the global warming threshold of 1.5°C. And unless there are immediate, rapid and large-scale reductions in greenhouse gas emissions, limiting warming to close to 1.5°C—or even 2°C—will be beyond reach. The United Nations Secretary General described the forecasts in this report as an “atlas of human suffering.” (Borenstein 2022.)

The United States has contributed more to climate change than any other country. The U.S. is the world’s biggest cumulative emitter of greenhouse gas pollution, responsible for 27 percent of

⁵⁷ NASA Global Climate Change, Facts: Evidence – Climate Change: How Do We Know?, <https://climate.nasa.gov/evidence/>. The Fourth National Climate Assessment, comprised of the 2017 Climate Science Special Report (Volume I) and the 2018 Impacts, Risks, and Adaptation in the United States (Volume II), concluded that “there is no convincing alternative explanation” for the observed warming of the climate over the last century other than human activities. U.S. Global Change Research Program, Climate Science Special Report: Fourth National Climate Assessment, Vol. I (2017), <https://science2017.globalchange.gov/> at 10 (“Fourth National Climate Assessment 2017”). “[E]vidence of human-caused climate change is overwhelming and continues to strengthen, that the impacts of climate change are intensifying across the country, and that climate-related threats to Americans’ physical, social, and economic well-being are rising.” U.S. Global Change Research Program, Impacts, Risks, and Adaptation in the United States, Fourth National Climate Assessment, Volume II (2018) at 36 (“Fourth National Climate Assessment 2018”).

⁵⁸ NASA Global Climate Change, Facts: Causes – The Causes of Climate Change, <https://climate.nasa.gov/causes/>.

⁵⁹ See, e.g., Fourth National Climate Assessment 2017; Fourth National Climate Assessment 2018. EPA contributed to the drafting of both volumes of the Fourth National Climate Assessment.

⁶⁰ Fourth National Climate Assessment 2018 at 25.

⁶¹ IPCC Special Report at 12-14, Figure 2.6.

⁶² Climate Equity Reference Project, Climate Equity Reference Calculator, <https://calculator.climateequityreference.org/>

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cumulative global CO₂ emissions since 1850, and the U.S. is currently the world's second highest emitter on an annual and per capita basis. (World Resources Institute 2020.) Nonetheless, U.S. climate policy is wholly inadequate to meet the international climate target to hold global average temperature rise to well below 2°C above pre-industrial levels to avoid the worst dangers of climate change. Current U.S. climate policy has been ranked as "insufficient" by an international team of climate policy experts and climate scientists which concluded that "the US' climate policies and action in 2030 need substantial improvements." (Climate Action Tracker 2022.)

In response to inadequate action on the national level, California has taken steps through legislation and regulation to fight climate change and reduce statewide GHG emissions. Enforcement and compliance with these steps are essential to help stabilize the climate and avoid catastrophic impacts to our environment. California has a mandate under AB 32 to reach 1990 levels of GHG emissions by the year 2020, equivalent to approximately a 15 percent reduction from a business-as-usual projection. (Health & Saf. Code, § 38550.) Based on the warning of the Intergovernmental panel on Climate Change and leading climate scientists, Governor Brown issued an executive order in April 2015 requiring GHG emission reduction 40 percent below 1990 levels by 2030. (Executive Order B-30-15 (2015).) The Executive Order is line with a previous Executive Order mandating the state reduce emission levels to 80 percent below 1990 levels by 2050 in order to minimize significant climate change impacts. (Executive Order S-3-05 (2005).) In enacting SB 375, the state has also recognized the critical role that land use planning plays in achieving greenhouse gas emission reductions in California.

Although some sources of GHG emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. (*Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.* (9th Cir. 2008) 538 F.3d 1172, 1217 ("the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis" that agencies must conduct.) One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California's climate as a whole. Therefore, project-specific GHG emission disclosure, analysis and mitigation is vital to California meeting its climate goals and maintaining our climate.

Given the increasingly urgent need for drastic action to reduce GHG emissions, the DEIR's failure to consider alternatives to reduce the Project's significant climate change effects—especially stemming from the aircraft themselves—is all the more alarming.

B. Aviation is among the fastest-growing contributors to climate change.

Aviation adds CO₂ and smaller amounts of nitrous oxide, a potent greenhouse gas, into our atmosphere.⁶³ When these pollutants are emitted from aircraft, they have a larger impact on

⁶³ Emissions from aircraft consist of approximately 70 percent CO₂, 30 percent water vapor, and less than one percent each of oxides of nitrogen or NOx (including nitrous oxide), carbon monoxide (CO), oxides of sulfur (SO_x), and other trace components such as particulate matter (PM) and hydrocarbons like methane (CH₄). Federal Aviation Administration, Office of Environment and Energy, Aviation Emissions, Impacts & Mitigation: A Primer (Jan. 2015) at 2, available at

climate, as aviation emissions “occur in the climatically sensitive upper troposphere and lower stratosphere where they may have a disproportionate impact on climate.”⁶⁴ Moreover, due to contrails and aviation-induced cirrus cloud formation, “aviation has a larger impact on radiative forcing” than that caused by CO₂ emissions alone.⁶⁵

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Aviation is one of the fastest-growing sources of greenhouse gas emissions.⁶⁶ Flights departing from airports in the United States and its territories were responsible for almost a full quarter of global aviation’s passenger transport-related carbon dioxide emissions in 2018.⁶⁷ Globally, aviation was responsible for 2.4 percent of energy-related total carbon dioxide emissions in 2018, and 3.5 percent of anthropogenic effective radiative forcing after accounting for nitrogen oxides, black carbon, and aviation-induced cloudiness.⁶⁸ Due to the radiative forcing effect of pollutants emitted at altitude, those emissions are estimated to account for about five percent of warming.⁶⁹

Over the last ten years, aviation emissions increased by 44 percent, as growing passenger and cargo traffic outpaced efficiency improvements.⁷⁰ Emissions are expected to triple again by 2050 under a business-as-usual scenario.⁷¹ The aviation sector is on pace to emit approximately

https://www.faa.gov/sites/faa.gov/files/regulations_policies/policy_guidance/envir_policy/Primer_Jan2015.pdf. Nitrous oxide (N₂O), a powerful, long-lived greenhouse gas, has a warming effect 300 times that of CO₂. U.S. Environmental Protection Agency, Overview of Greenhouse Gases, <http://epa.gov/climatechange/ghgemissions/gases/n2o.html>.

⁶⁴ Federal Aviation Administration, Office of Environment and Energy, Aviation Emissions, Impacts & Mitigation: A Primer (Jan. 2015) at 10.

⁶⁵ Lee, David S. et al., Aviation and global climate change in the 21st century, 43 Atmospheric Env’t 3520, 3523 (2009).

⁶⁶ Graver, Brandon et al., CO₂ emissions from commercial aviation, 2018, International Council on Clean Transportation (2019) (“Graver 2019”), https://theicct.org/sites/default/files/publications/ICCT_CO2-commercial-aviation-2018_20190918.pdf at 1-2.

⁶⁷ *Id.* at 1. Two thirds of the emissions from flights departing from U.S. airports are associated with domestic flights. *Id.* Just in the U.S., aviation constitutes 12 percent of transportation emissions. Olmer, Naya and Dan Rutherford, U.S. Domestic Airline Fuel Efficiency Ranking, 2015-2016, The International Council on Clean Transportation (Dec. 2017), https://theicct.org/sites/default/files/publications/US-Airline-Ranking-2015-16_ICCT-White-Paper_14122017_vF.pdf.

⁶⁸ Graver 2019, *supra* n.21; Lee, David S. et al., The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018, Atmospheric Env’t. (2020), <https://doi.org/10.1016/j.atmosenv.2020.117834>.

⁶⁹ Fahey, David W. & Lee, David S., Aviation and Climate Change. A Scientific Perspective. In: Carbon & Climate Law Review 2: 7 (2016).

⁷⁰ Zheng, Sola & Dan Rutherford, Fuel burn of new commercial jet aircraft: 1960 to 2019, International Council on Clean Transportation (2020) (“Zheng 2020”) <https://theicct.org/publications/fuel-burn-new-comm-aircraft-1960-2019-sept2020> at 1.

⁷¹ *Id.* The International Civil Aviation Organization (ICAO) also expects “[t]he 4.3 billion airline passengers carried in 2018 . . . to grow to about 10.0 billion by 2040.” ICAO, The World of Air Transport in 2018 (2018), <https://www.icao.int/annual-report-2018/Pages/the-world-of-air-transport-in-2018.aspx>. International air travel and tourism associations do not expect the pandemic to reduce air travel levels in the long-term. International Air Transport Association and Tourism Economics, Air Passenger Forecasts: Potential Paths for Recovery into the Medium- and Long-run (July 2020).

56 billion tonnes of CO₂ from 2015-2050. This would constitute more than a quarter of the total emissions consistent with a global carbon budget that keeps temperature rise below 1.5°C.⁷²

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The United States is by far the largest aviation carbon polluter. In 2015, EPA estimated that emissions from U.S. aircraft “are about 7 times higher than aircraft greenhouse gas emissions from China,” which is ranked second in the world for its aircraft emissions.⁷³ Maintaining this business-as-usual path will cause additional greenhouse gas pollution that we cannot afford.

C. Aircraft Contribute to Particulate Matter Emissions that Harm Human Health and Welfare

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Aircraft emissions significantly contribute to ambient PM_{2.5} pollution, especially in areas with large commercial airports.⁷⁴ Premature deaths due to aviation emissions number about 16,000 per year globally, with PM_{2.5} responsible for 87% of those deaths.⁷⁵ In North America alone, 1,500 premature deaths per year have been attributed to aviation emissions, with 650 or 43% of those deaths attributable to landing and takeoff emissions.⁷⁶

Studies centered around busy airports have linked aircraft and health impacts.⁷⁷ A study that focused on three New York Airports found that residents living within 5 miles of these airports were at increased risk of hospital admissions for respiratory illnesses relative to those living farther than 5 miles away.⁷⁸ A report prepared by various Washington State government agencies similarly determined that there were significantly higher rates of lung cancer, oral and pharyngeal cancer; deaths from lung cancer and chronic obstructive pulmonary disease; and

<https://resources.oxfordeconomics.com/hubs/Webinar%20presentations/Air-Passenger-Forecasts-potential-paths-for-recovery-into-medium-and-long-run.pdf>.

⁷² Pidcock, R., et al. Aviation could consume a quarter of 1.5C carbon budget by 2050, Carbon Brief (Aug., 2016), <https://www.carbonbrief.org/aviation-consume-quarter-carbon-budget>; see also Öko-Institut, Emission Reduction Targets for International Aviation and Shipping (2015) at 28, [https://www.europarl.europa.eu/RegData/etudes/STUD/2015/569964/IPOL_STU\(2015\)569964_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2015/569964/IPOL_STU(2015)569964_EN.pdf).

⁷³ Proposed Finding That Greenhouse Gas Emissions From Aircraft Cause or Contribute to Air Pollution That May Reasonably Be Anticipated To Endanger Public Health and Welfare and Advance Notice of Proposed Rulemaking, 80 Fed. Reg. 37,758, 37,788 (July 1, 2015) (emphasis added). In total, greenhouse gas emissions from U.S. “covered” aircraft are “about 6 times” more than corresponding emissions from China. *Id.*

⁷⁴ Proposed Rule Control Air Pollution from Aircraft Engines: Emission Standards and Test Procedures, 87 Fed. Reg. at 6,333.

⁷⁵ Yim, S.H.L. et al., Global, regional and local health impacts of civil aviation emissions, 10 Env’t Res. L. 034001 (2015) (of 16,000 total premature deaths from PM_{2.5} and ozone, 87% were attributable to PM_{2.5}).

⁷⁶ *Id.*

⁷⁷ See, e.g., Hudda, Neelakshi et al., Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10km Downwind, 48 Environ. Sci. Technol. 6628 (May 29, 2014), <https://pubs.acs.org/doi/full/10.1021/es5001566>; Manisalidis, Ioannis et al., Environmental and Health Impacts of Air Pollution: A Review, 8 Frontiers in Public Health 14 (Feb. 20, 2020) (“Manisalidis 2020”), available at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7044178/#>.

⁷⁸ Lin, S. et al., Residential proximity to large airports and potential health impacts in New York State, 81 Int Arch Occup Environ Health 797 (2008).

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hospital admissions for asthma, pneumonia, and influenza within one-three miles of the Seattle-Tacoma Airport as compared to the rest of King County and to Washington State.⁷⁹

In another study, focused on the area surrounding Los Angeles International Airport, exposure to ultrafine particles was linked to increased instances of preterm birth.⁸⁰ There is growing evidence that the ultrafine PM aircraft generates is especially harmful—ultrafine PM's properties of larger surface area per unit mass and potent cell penetration leads to even more adverse health impacts than PM_{2.5}.⁸¹ Outdoor ultrafine particle number concentrations ("PNC") are elevated in areas around commercial airports.⁸² One study found concentrations of ultrafine particles to be four or more times higher in areas surrounding airports.⁸³ And research reveals that this aviation-related ultrafine PNC penetrates indoors and contributes to higher PNC indoors.⁸⁴

The harmful impacts of particle pollution fall most heavily on communities of color and low-income communities that disproportionately live near airports. For example, in California, communities within 10 miles of international airports are disproportionately low-income and people of color, exposing them to above-average airport-associated air pollutants.⁸⁵ These communities often already bear the brunt of climate change impacts and compounding air pollution from nearby industry and roadways.⁸⁶

Because aircraft PM pollution is most associated with take-off and landing operations,⁸⁷ areas around airports will see the largest increases in PM pollution from increased air traffic. In some regions like Los Angeles, airplane traffic has grown to be as significant a contributor to elevated particle pollution as the entire urban freeway network.⁸⁸ Increasing traffic also will make it

⁷⁹ Osaki, C. & J. Finkbonner, Final Report State Board of Health Priority: Environmental Justice (2001).

⁸⁰ Wing, S. E. et al., Preterm birth among infants exposed to in utero ultrafine particles from aircraft emissions, 128 Environmental Health Perspectives (2020).

⁸¹ Li, N. et al., Ultrafine particulate pollutants induce oxidative stress and mitochondrial damage, 111 Environmental Health Perspectives 455 (2003); Oberdörster, G. et al., Translocation of inhaled ultrafine particles to the brain, 16 Inhalation Toxicology 437 (2004).

⁸² 87 Fed. Reg. at 6,333. See also Austin, Elena et al., Mobile Observation of Ultrafine Particles: The MOV-UP Study Report, University of Washington Department of Environmental & Occupational Health Sciences, 2019, available at <https://deohs.washington.edu/sites/default/files/Mov-Up%20Report.pdf>.

⁸³ Hudda, N. et al., Impacts of aviation emissions on near-airport residential air quality, 54 Environmental Science & Technology 8580 (2020); Shirmohammadi, F. et al., Emission rates of particle number, mass and black carbon by the Los Angeles International Airport (LAX) and its impact on air quality in Los Angeles, 151 Atmospheric Environment 82 (2017).

⁸⁴ 87 Fed. Reg. at 6,332.

⁸⁵ Corey, Richard, California Air Resources Board, Comments re: Proposed Rulemaking for Control of Air Pollution from Airplanes and Airplane Engines: GHG Emission Standards and Test Procedures; 85 Fed. Reg. 51,556, August 20, 2020, to Administrator Andrew Wheeler, U.S. EPA (October 19, 2020).

⁸⁶ See, e.g., American Lung Association, Disparities in the impact of air pollution (updated April 20, 2020), <https://www.lung.org/clean-air/outdoors/who-is-at-risk/disparities>; Carlson, A., The Clean Air Act's blind spot: Microclimates and hotspot pollution, 65 UCI.A Law Review 1036 (2018).

⁸⁷ 87 Fed. Reg. at 6,345.

⁸⁸ Hudda, N. et al., Emissions from an international airport increase particle number concentrations 4-fold at 10 km downwind, 48 Environmental Science & Technology 6628 (2014).

harder for regional air quality districts with large airports to meet air quality standards.⁸⁹ For example, Alameda County already has elevated levels of PM_{2.5} and is classified as in nonattainment.⁹⁰ And according to the American Lung Association's 2022 "State of the Air" report, Alameda County has a "Fail" grade for both year-round ozone and particulate matter pollution, under both the 24-hour and annual metrics.⁹¹ As long as air traffic continues to increase toward and beyond pre-pandemic levels, regional air quality districts may struggle to reach attainment status even as they take measures to reduce particulate pollution from other sources within their jurisdiction.

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D. Airport Workers and Airport-Adjacent Community Residents Will Suffer the Most from This Pollution

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One of the few places where the Draft EIR actually admits a harmful outcome—despite its rejection of many other flight-related harms—is its discussion of airport workers. The DEIR claims that airport worker will face "potentially significant and unavoidable" risks from Toxic Air Contaminants ("TACs").⁹² The Port's proposed mitigation measure, to install electrical infrastructure in the new terminal, is wholly inadequate to address the root issue: the Project subjects airport workers to much more hazardous air than they currently face, with no signs of abatement or effective mitigation.

This issues touches implicates both racial and economic justice. The overlap of racial and economic injustice and pollution burden is well-documented at this point. Airport workers and residents of downwind communities face increased risk of asthma, respiratory illness, and hospitalization.⁹³ Indeed, the City of Oakland has recognized the disproportionate burden that certain Oakland neighborhoods have based on their proximity to the Port and its pollution-generating activities:

One of the most pressing environmental justice issues in Oakland is the disproportionate pollution burden that West and East Oakland neighborhoods face, largely due to proximity to the Port of Oakland, industrial land, and its associated uses, such as truck transport. Coupled with Oakland's economic history, these land use patterns were created by zoning choices, racial exclusion, and urban renewal. This has resulted in a legacy of polluting uses right next to sensitive uses such as homes, schools, and parks... A growing body of research indicates that these polluting industrial land uses increase rates of

⁸⁹ U.S. EPA, Clean Air Act (CAA) and Federal Facilities, <https://www.epa.gov/enforcement/clean-air-act-caa-and-federal-facilities> (a region of the U.S. is categorized as "non-attainment" when it does not meet the required air quality standards under the Clean Air Act).

⁹⁰ U.S. EPA, Current Nonattainment Counties for All Criteria Pollutants, 2023, <https://www3.epa.gov/airquality/greenbook/anc1.html>

⁹¹ American Lung Association, "State of the Air," 2022, available at: <https://www.lung.org/getmedia/74b3d3d3-88d1-4335-95d8-c4e47d0282c1/sota-2022.pdf>

⁹² DEIR at ES-5.

⁹³ See, e.g., Bendtsen, Katja, et al., A Review of Health Effects Associated With Exposure to Jet Engine Emissions In and Around Airports, Environmental Health 20:10 (2021) (documenting the increased exposure to air pollutants faced by airport workers and residents of downwind communities, similar to exposure to diesel exhaust and air pollution), available at: <https://backend.orbit.dtu.dk/ws/portalfiles/portal/258643773/616573b266dbf20027898860.pdf>

asthma, cancer, and other health issues, as well as decreased life expectancy. The impacted communities are disproportionately communities of color.⁹⁴

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Some of the most vulnerable census tracts in the City are the ones directly adjacent to the airport. For example, the Lockwood/Coliseum, Oakland Airport, and Havenscourt/Coliseum are the three Oakland communities with the highest CalEnviroScreen scores, meaning that they rank higher than 97.8, 97.2, and 96.2 percent, respectively, of all California communities in terms of overall pollution burden.⁹⁵ As shown in Figures 3 and 4 below, the communities most burned by pollution are largely coterminous with the lowest-income areas of the City, many of which are adjacent to the Airport.

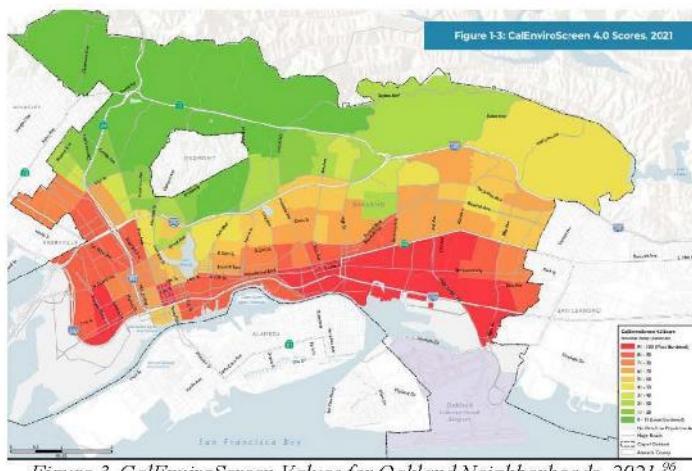
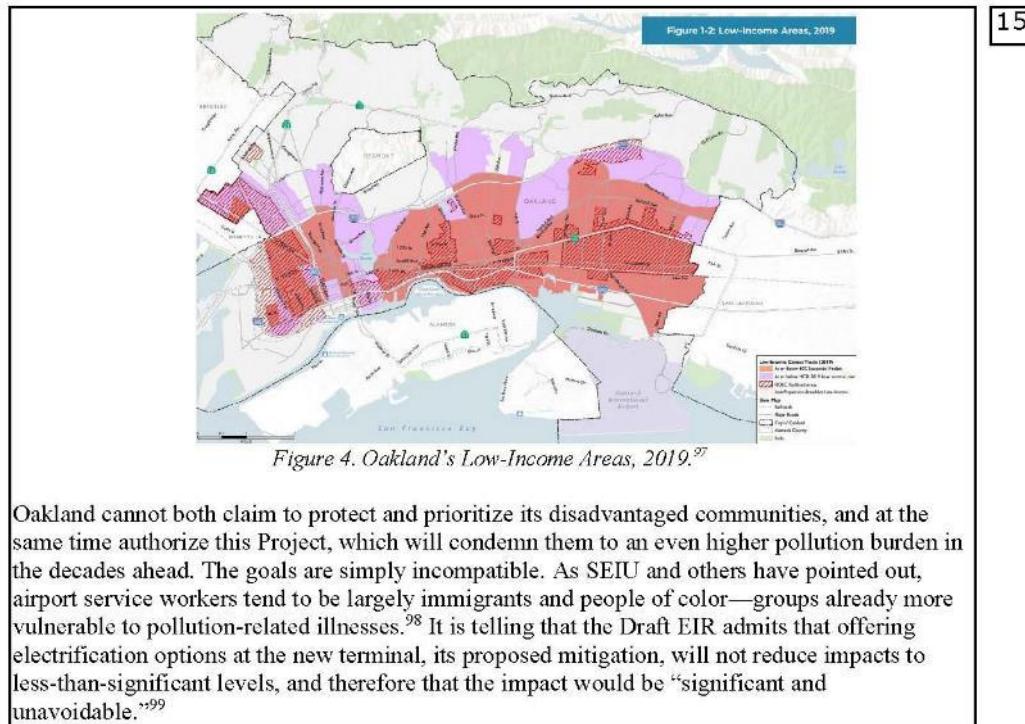


Figure 3. CalEnviroScreen Values for Oakland Neighborhoods, 2021.⁹⁶

⁹⁴ E.J Element at 1-10.

⁹⁵ Oakland 2045, Environmental Justice and Racial Equity Baseline (“Equity Baseline”), Mar. 2022, at 9, available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Equity-Baseline_revised4.15.22.pdf

⁹⁶ Equity Baseline at 11.



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VII. The Proposed Mitigation Measures for the Western Burrowing Owl are Insufficient and Would Further Harm One of the Last Remaining Populations in the Bay Area.

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The DEIR must analyze and mitigate all impacts on special status species, including California Department of Fish and Wildlife (“CDFW”) species of special concern. The CDFW defines a species of special concern as a species that, among other things, “is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status.”¹⁰⁰ CDFW aims to “achieve conservation and recovery of these animals before they meet California Endangered Species Act criteria for listing as threatened or endangered.” (*Id.*) CDFW states that species of special concern “should be considered during the environmental review process.” (*Id.*; CEQA Guidelines § 15380(b)(B).) An impact to wildlife is significant where it “substantially reduce[s]

⁹⁷ Equity Baseline at 10.

⁹⁸ See Turbulence Ahead: What LAX’s Expansion Means for the City of Los Angeles’ Legacy on Racial Equity & Environmental Justice, SEIU, June 2021, available at: <https://www.seiu-usww.org/wp-content/uploads/2021/06/turbulenceahead.pdf>

⁹⁹ DEIR at 3.3-46.

¹⁰⁰ See California Dep’t of Fish & Wildlife, *Species of Special Concern*, available at <https://www.wildlife.ca.gov/Conservation/SSC/>.

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the number or restrict[s] the range of an endangered, rare or threatened species." (CEQA Guidelines, § 15065.) CDFW interprets this provision to apply to species of special concern. Therefore the Project must mitigate significant effects whenever feasible. (Cal. Pub. Res. Code § 21080.5(d)(2)(A).)

The DEIR's conclusions that potentially significant impacts to burrowing owls are reduced to less than significant levels after mitigation are unsupported by substantial evidence. CEQA requires that feasible mitigation be adopted that results in the reduction or avoidance of potentially significant environmental impacts. (CEQA Guidelines § 15126.4.) The feasibility and effectiveness of a proposed mitigation measure must be supported by substantial evidence in the record. (*Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1168; see also *Cleveland Nat'l Forest Found. v. San Diego Ass'n of Gov'ts* (2017) 17 Cal.App.5th 413, 433.)

While the DEIR acknowledges that burrowing owls are in the construction zone, their proposed mitigation consists only of pre-construction surveys, a buffer zone from the active nest site, and other "minimization measures" including blinds and screens. These measures are insufficient, as the result is still loss of habitat for this population, which has suffered massive declines due to urbanization both onsite and across the State.

Burrowing owls represent an interesting contradiction. Because they have been historically considered an "urban adapter" and a "common species" through the Western United States, they have been easily dismissed during individual project environmental impact reports. Unfortunately, this neglect has had a cumulative impact on the species, leading to substantial declines in populations throughout its historic range. This decline is most acute in areas of high development such as the Bay Area.

For example, the neighboring populations in Santa Clara County have suffered a well-documented decline since the early 1900s. At the turn of the century, the western burrowing owl was a common bird of Santa Clara County (Price 1898; Van Denburgh 1899; Fisher 1904)¹⁰¹ and continued to be considered a "fairly common resident in the drier, unsettled interior parts of the region" several decades later (Grimmell and Wythe 1927)¹⁰². But, by the 1940s, burrowing owls were becoming scarce in the more settled areas due in part to ground squirrel control.

Estimates have suggested that there were about 1,000 nesting pairs of burrowing owls in the Southern San Francisco Bay region in 1970 and 250 pairs in 1980 (CDFG 2003)¹⁰³. Approximately 60% of known owl locations in Santa Clara County were then lost between the

¹⁰¹ Price, W.W. 1898. Birds of the campus. *The Sequoia* 7(26): 310-311; Van Denburgh, J. 1899. Notes on some birds of Santa Clara County, California. *Proc. Amer. Phil. Soc.* 38: 157-180; Fisher, W. K. 1904. List of birds of Santa Clara County and Santa Cruz Mountains, exclusive of water birds. *Handbook of Birds of the Western United States*, pp. 1i-1iv. (F. M. Bailey, editor) Houghton, Mifflin and Company.

¹⁰² Grimmell, J. and M. W. Wythe. 1927. Directory to the bird-life of the San Francisco Bay region. *Pacific Coast Avifauna Number 18*. Cooper Ornithological Club.

¹⁰³ California Department of Fish and Game (CDFG). 2002a. Information from CDFG files on the burrowing owl provided by David Kiene, Office of the General Counsel, CDFG.

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early 1980s and 1993 (DeSante and Ruhlen 1995)¹⁰⁴. H. T. Harvey and Associates 1994 documented 215 sites where burrowing owls were observed between 1984 and 1988, with at least 500 owls; 97% of the sites supported fewer than 10 birds and 81% supported only 1 or 2 birds. In 1998 123 of these 215 sites were resurveyed, finding that 70 (57%) were lost to development, an average of almost 6% per year.¹⁰⁵ Another 12 sites (10%) were reduced in size or habitat quality (Trulio 1998a).¹⁰⁶

By 1997, the breeding owl population in Santa Clara County had dwindled to about 120-141 pairs. Trulio resurveyed 111 of the sites listed by H.T. Harvey that were located on private land; by 2002 only 27% of these 111 locations still contained suitable owl habitat; 66% had been developed completely and 7% were significantly reduced in size. More recently, Wilkerson and Siegel (2010) located breeding burrowing owls in Santa Clara County during their 2006-2007 survey of the region.¹⁰⁷ Detections were restricted to the lowland area in the northwestern corner, as they were in the DeSante et al. (2007) 1990s study. Wilkerson and Siegel detected 56 pairs on two blocks in San Jose and two blocks in Mountain View, reduced from 97 pairs located in the early 1990s study. The 2013 Santa Clara Valley HCP/NCCP stated that only 40 breeding owls left in the valley and Higgins 2015 only counted 5 sites in Santa Clara County with at least 60 burrowing owls.

As this example illustrates, burrowing owls are much more susceptible to development than previously thought. Therefore, it is critical to implement mitigation measures that center habitat protection for the remaining populations.

While the DEIR acknowledges that burrowing owls are “known to nest” at the airport and therefore, “there is potential for this species to occur within the BSA” (DEIR, page 3.4-17) However, the only listed mitigation measures include “pre-construction surveys” and “nest avoidance” during breeding season (DEIR, page 10-11). This implies that outside breeding season, active or passive relocation will occur if owls exist within the proposed project area. However, relocation of owls is not designed to mitigate for the habitat loss, habitat fragmentation, and reduced owl survivorship caused by development. Many of the active relocation efforts for burrowing owls that have been monitored have failed to establish viable owl populations at the relocation sites, with owls either disappearing completely, attempting to return to the capture site (where their burrows have often been destroyed), or exhibiting low breeding success at the relocation site (Harris 1987; Delevoryas 1997; Trulio 1997)¹⁰⁸. One of

¹⁰⁴ DeSante, D. F. and E. Ruhlen. 1995. A census of burrowing owls in California, 1991-1993. Institute for Bird Populations. Point Reyes Station, CA.

¹⁰⁵ H. T. Harvey and Associates. 1994. Environmental impact report on the burrowing owl: Interland-Mission College development. Prepared for Mindigo and Associates.

¹⁰⁶ Trulio, L. A. 1998a. The burrowing owl as an indicator of CEQA effectiveness and environmental quality in Silicon Valley. Environmental Monitor. Fall 1998. pp. 4-5.

¹⁰⁷ Wilkerson, R.L. and R.B. Siegel. 2010. Assessing Changes in the Distribution and Abundance of Burrowing Owls in California, 1993-2007. Bird Populations 10:1-36.

¹⁰⁸ Harris, R.D. 1987. Burrowing Owl Relocation, Harbor Bay, Alameda, California. Larry Seeman Associates, Inc., Berkeley, California; Delevoryas, P. 1997. Relocation of Burrowing Owls During Courtship Period. Pages 138-144 in Lincer, J.L. and K. Steenhof (editors). 1997. The Burrowing Owl, Its

the reasons for this is that burrowing owls are very site tenacious and are not easily forced to move to a different burrow, especially during nesting season (Trulio 1997). Such burrow fidelity is a widely recognized trait, with owls regularly reusing burrows from one year to the next (Martin 1973; Wedgwood 1976; Green 1983)¹⁰⁹. A study by Green (1983) found an average of 76% of owl burrows were reoccupied the next year. Trulio (1994) reported that over a 3-year time span at a site in northern California, 73% of nest burrows or burrows within 100 meters were reoccupied the next year.

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Many active relocation efforts involve moving owls to artificial burrows. A significant problem with artificial burrows is that they require permanent maintenance to provide long-term nesting habitat, otherwise they can become buried (P. Bloom, pers. comm., 2002). Another potential problem with active relocation is that moving owls in this manner likely stresses the birds (Trulio 1997). Another failure has been the lack of requirement for long-term management of owl habitat at release sites.

Harris (1987)¹¹⁰ noted that only 1 of 8 (12.5%) previous active burrowing owl relocations in California was even remotely successful in terms of establishing breeding at the new location, with 2 of the 6 relocated owls in that instance remaining and breeding on the site for up to 3 years. Owls released during 2 spring relocations returned to the capture site within 1 month of release (Feeney 1997). Three of the relocations were done in the fall, and the timing of the other relocations was unknown (H. T. Harvey and Associates 1993).

Delevoryas (1997) reported on the failed active relocation in 1990 of 5 pairs of owls from Mission College in Santa Clara to 2 sites 31 kilometers to the south.¹¹¹ The owls were trapped in mid-February and released in mid-March, just as breeding season was getting underway. The first season 2 of the 5 pairs (40%) bred successfully, with only 2 nestlings surviving to fledging (it is unclear if the fledglings survived to the following breeding season). Of the 10 translocated owls, 5 left the site, 1 was killed, and 4 adults plus the 2 fledglings remained at the relocation sites in 1991. By 1992 only 2 owls remained, and by 1994 only 1 owl remained. The site was not maintained for burrowing owls after the first year - the site was disked, and artificial burrows were not maintained (P. Delevoryas, pers. comm., 2003).

Biology and Management; Including the Proceedings of the First International Burrowing Owl Symposium. Raptor Research Report Number 9; Trulio, L.A. 1997. Strategies for Protecting Western Burrowing Owls (*Speotyto cunicularia hypugaea*) from Human Activities. Pp. 461-465 in Duncan, J.R., D.H. Johnson, and T.H. Nicholls (editors). Biology and Conservation of Owls of the Northern Hemisphere. USDA Forest Service General Technical Report NC-190. St. Paul, Minnesota.

¹⁰⁹ Martin, D.J. 1973. Selected Aspects of Burrowing Owl Ecology and Behavior. Condor 75: 446-456; Wedgwood, J.A. 1976. Burrowing Owls in South-Central Saskatchewan. Blue Jay 34: 26-44; Green, G.A. 1983. Ecology of Breeding Burrowing Owls in the Columbia Basin, Oregon. M.S. Thesis. Oregon State University, Corvallis, Oregon.

¹¹⁰ Harris, R.D. 1987. Burrowing Owl Relocation, Harbor Bay, Alameda, California. Larry Seeman Associates, Inc., Berkeley, California.

¹¹¹ Delevoryas, P. 1997. Relocation of Burrowing Owls During Courtship Period. Pages 138-144 in Lincer, J.L. and K. Steenhof (editors). 1997. The Burrowing Owl, Its Biology and Management; Including the Proceedings of the First International Burrowing Owl Symposium. Raptor Research Report Number 9.

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Trulio (1997) compiled known information on active burrowing owl relocations conducted in California. Of 27 owls relocated to new burrows, 17 (63%) disappeared within a year of release and 7 (26%) flew back to their original site. Only 4 owls (14%) attempted to breed at their new locations (1 owl bred at the new site before disappearing). Only 2 owls (7%) bred successfully, and only 1 owl (4%) stayed on the site for 2 breeding seasons. In addition to the failure of 93% of these owls to successfully breed at the relocation sites, the fate of most of the relocated owls was unknown, as the majority disappeared.

In 1997 H. T. Harvey & Associates successfully translocated 8 owl pairs to a relocation site at the San Jose/Santa Clara Water Pollution Control Plant buffer lands. All but 1 pair (which may have been moved too late in the breeding season) remained on the relocation site, and successfully raised chicks to the age of fledging; about 11 pairs nested at this relocation site in 2002, most of which nested in artificial replacement burrows constructed in 1997 (D. Plumpton, pers. comm., 2002).

The unfortunate result of most active relocation efforts has been the loss of known occupied owl habitat to development, with very little proven nesting success at relocation sites and the ultimate fate of most translocated owls unknown. Clearly, the practice of active relocation of burrowing owls as a “mitigation” for development impacts is detrimental to preserving owl populations. There have also been several failed reintroduction attempts (long distance movement to formerly occupied parts of their range) of burrowing owls. DeSmet (1997)¹¹² reported that of 169 young and 85 adults captured in South Dakota and released into temporary aviaries and artificial burrows in Manitoba, Canada, only 1 of these birds (0.4%), a juvenile, was seen the next year. Martell et al. (1994) reintroduced 104 fledgling owls from South Dakota to hawk sites in Minnesota, distances of 450 and 600 kilometers away. None of these birds were seen after the summer they were released. After a decade of owl family relocations from Washington State to British Columbia (Dyer 1988¹¹³, Dyer pers. comm. as cited in Trulio 1997) the program has not successfully established a self-sustaining population.

The mixed results of active relocation, the failure of reintroduction efforts, and the misuse of passive relocation techniques indicates that it is imperative to protect remaining occupied burrowing owl habitat and owl populations in situ. The practice of translocating owls as “mitigation” eliminates occupied habitat without adequate mitigation for the true impacts of development. As a relatively adaptable species, all that burrowing owls must be afforded in order to survive is habitat, and if that habitat is systematically removed for the convenience of development, owls will predictably disappear. Therefore, all remaining burrowing owl habitat must be protected to ensure this population is provided the necessary space and resources to survive.

Given the above evidence, the proposed mitigation in the DEIR is not sufficient to reduce impacts to less than significant levels, in violation of CEQA.

¹¹² DeSmet, K. 1997. Return Rates and Movements of Burrowing Owls in Southwestern Manitoba (abstract). In Second International Symposium: Biology and Conservation of Owls of the Northern Hemisphere. February 5-9 1997; Winnipeg, Manitoba.

¹¹³ Dyer, O. 1988. Reintroductions of Burrowing Owls (*Athene cunicularia*) to the South Okanagan Valley, British Columbia (1983-1988). Report to the Ministry of Environment, British Columbia.

VIII. Conclusion

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report for the Oakland Airport Terminal Modernization and Development Project. Because of the serious deficiencies in the document, we urge the Port to reject the current DEIR and revise and recirculate a new version with these deficiencies amended.

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Given the possibility that the Center will be required to pursue legal remedies in order to ensure that the Port complies with its legal obligations including those arising under CEQA, we would like to remind the Port of its statutory duty to maintain and preserve all documents and communications that may constitute part of the “administrative record” of this proceeding. § 21167.6(e); *Golden Door Properties, LLC v. Superior Court* ((2020) 53 Cal.App.5th 733. The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the Port with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA . . .” *County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8. The administrative record further includes all correspondence, emails, and text messages sent to or received by the Port’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the Port’s representatives or employees about the Project. Maintenance and preservation of the administrative record requires that, *inter alia*, the Port (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

Please do not hesitate to contact me with any questions at the number or email below.

Sincerely,

Scott Hochberg
 Staff Attorney
 Climate Law Institute
 Center for Biological Diversity
 1212 Broadway, Suite 800
 Oakland, CA 94612
 (510) 844-7119
shochberg@biologicaldiversity.org

Submitted via email; References available at:
<https://diversity.box.com/s/l8isnbug76y0z6ng85gr5pfge017yze7>

Response to Commenter O-8

1. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.
2. A discussion on growth-inducing impacts is in **Section 5.3** of the EIR. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building.

The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

3. See response to Comment #2 of this letter.
4. For a discussion on factors considered when preparing the aviation activity forecast, see Global Response A: Aviation Forecast.
5. A discussion on growth-inducing impacts is in **Section 5.3** of the EIR. For a discussion on drivers of airport aviation activity, see Global Response A: Aviation Forecast.
6. For a discussion on the alternatives analysis, see Global Response I: Alternatives.
7. See response to Comment #2 of this letter.
8. For a discussion on forecast airport activity, see Global Response A: Aviation Forecast. For a discussion on project alternatives, see Global Response I: Alternatives.
9. For a discussion on single event noise analysis, see Global Response D: Noise and the single event noise memo included as **Appendix Q**.
10. The Port maintains fourteen 3680 Environmental Monitoring Units, also known as noise monitoring terminals, dispersed in communities surrounding OAK to assist in evaluating compliance with OAK's established flight pattern and aircraft noise abatement procedures, and to assess the noise impact in residential areas from OAK aircraft operations. Refer to **Section 3.11, Figure 3.11-3** for the locations of the existing noise monitors. For additional discussion on noise, see Global Response D: Noise. See also Global Response B: Flight Paths and Procedures for a discussion on flight paths.
11. For a discussion on EJ, see Global Response E: Environmental Justice and Community Engagement.
12. As stated in **Section 5.4**, the Proposed Project includes measures to mitigate the impacts to biological resources. Therefore, the Proposed Project would not contribute to a substantial adverse effect on special-status species, on any riparian habitat or other sensitive natural community, or on wetlands. GHG impacts are treated exclusively as cumulative impacts as it is the accumulation of GHGs in the atmosphere that may result in global climate change. Climate change impacts are cumulative in nature. The Proposed Project's effect on cumulative conditions was analyzed by comparing VMT per enplanement under existing conditions and cumulative plus project conditions allowing for the ability to assess the Proposed Project's cumulative transportation impact under CEQA.
13. For a discussion on forecast airport activity, see Global Response B: Flight Paths and Procedures. For a discussion on GHG emissions and climate change, see Global Response G: Greenhouse Gas and Climate Change.
14. A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the

immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent indoors and out, time spent away from the airport at work or school, and other factors.²³ See Global Response F: Human Health Risk Assessment.

15. As part of the air quality analysis included in **Section 3.3** of the EIR, a HHRA was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. Global Response F: Human Health Risk Assessment for a discussion on the methodology and protocol of the HHRA. For a discussion on the Port's involvement with the East Oakland chapter of the AB 617 Community Air Protection Program, see Global Response E: Environmental Justice and Community Engagement.
16. The general concern that this comment raises is that the proposed preconstruction and nest avoidance mitigation measures do not adequately reduce the potentially significant impact to burrowing owl (BUOW) habitat. Additionally, the commenter notes that, "... the DEIR acknowledges that burrowing owls are within the construction zone..." However, the EIR does not state that BUOWs occur within the construction zone, but rather that there is potential for this species to occur within the Biological Study Area (BSA [700-foot buffer around the Project's construction zone]) and that they have been known to nest at OAK. That suitable breeding and foraging habitat is present within the BSA was primarily due to the historic occurrences at OAK in the 1990's to early 2000's (CNDDB 2024; Port of Oakland 2011) and the location of the Burrowing Owl Management Area (BOMA) at the end of Earhart Road approximately 150 feet west of the proposed North Field Parking Lot. Although there are no recent BUOW survey data, surveys conducted in 2011 as part of the Airport Development Program Burrowing Owl Management Plan indicated that owls had been experiencing a steady decline since 2002 and had not been observed in the survey areas since 2007 (Port of Oakland, 2011). The 2011 report suggested that the steady decline in the BUOW population was correlated to the decline in California ground squirrel populations and suitable burrow availability resulting from the effort to reduce prey populations as part of the Wildlife Hazard Mitigation Plan (WHMP). To verify the conclusions in the 2011 report, a Habitat

²³ Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

Assessment Survey was conducted on August 30, 2024, within five areas located within the Project Study Area that contain disturbed but undeveloped areas that are currently being used as staging areas (see **Appendix G**). These areas include the following: 1) L-7 Upland Lot, 2) L-3 Neil Armstrong Lot Expansion, 3) U-3 Fuel System Upgrade areas, 4) North Field Parking Lot, and 5) L-2 Golf Course Lot. These areas were selected for the Habitat Assessment because they represent the most likely areas with potential to support suitable BUOW habitat. However, the conclusion from the survey was that all of these areas are highly disturbed and contain poor (at best) habitat that is highly unlikely to support breeding or foraging BUOWs. In all of these areas the ground is generally barren with patchy, often sparse, ruderal vegetation and heavily compacted soils that lack burrows; except for the location of the L-7 Upland Lot which only contained two burrows of potentially sufficient size but were partially collapsed and did not show any signs of use.

Additionally, the commenter notes that the pre-construction and avoidance measures imply that outside of the burrowing owl season, active or passive relocation will occur if owls exist within the Project Study Area. While the avoidance measure describes the use of buffers if active burrowing owl nests are found during preconstruction surveys or biological monitoring, there is no implication that relocation would occur. In 1999, as part of the Airport Development Program a Burrowing Owl Management Plan was prepared which required the establishment of a Burrowing Owl Management Area (BOMA) (protected habitat in the North Field) and that if any active burrowing owl burrows were found within the Runway Safety Areas they would be closed, and an equal number of burrows would be established within the BOMA. However, in consultation with the California Department of Fish and Wildlife (CDFW), the management actions evolved towards less active intervention in which active burrows were monitored and not closed and no owls were relocated. This was the case in 2004 where CDFW advised against closing an active burrow approximately 125 feet from the construction project footprint and relocating the owls, and instead monitored their activity and stopped construction if the birds displayed disturbance behavior (e.g., head bobbing and/or flushing). The owls at this burrow did not display these behaviors and successfully bred and fledged two young. The same approach of monitoring and not relocating would be taken for this project.

Due to the overall lack of suitable habitat combined with the history of declining BUOW occurrences and potential extirpation from OAK, it is highly unlikely that BUOW would occupy the Project Study Area. It is more likely that BUOWs would use the BOMA, which contains better habitat with burrows and mowed vegetation. No ground disturbing work would occur within the BOMA and there would be no habitat loss there. For these reasons, additional mitigation is not necessary and the implementation of preconstruction surveys and nest avoidance measures are sufficient to reduce potential impacts to individual BUOWs to below a significant level.

17. The commenter's request to reject the current EIR, revise, and recirculate is acknowledged. Refer to Global Response J: Addition of New Information for a discussion on CEQA Guidelines as they pertain to recirculation.

Commenter O-9
Center for Empowering Refugees and Immigrants
Mona Afary

DocuSign Envelope ID: D702665A-9455-45C6-BC27-F30599B9EE35



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Center for Empowering Refugees and Immigrants urges the Port of Oakland to protect our communities, our health, and the planet, and therefore reject the Oakland International Airport Terminal Modernization and Development Project. The Project includes a new terminal with 16 new gates and 1,000 parking spaces, and will undoubtedly pave the way for more flights and more greenhouse gas, noise, and air pollution.

2

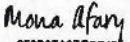
The proposed Airport expansion project would hurt far too many people, from adjacent East Oakland communities, to airport workers and communities under flight paths, to people all around the world subject to the ravages of climate change. This Project will have serious effects on air pollution and noise in the neighboring communities in East Oakland, which already rank in the 97th percentile of California communities burdened by pollution, according to CalEnviroScreen.

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The Airport project flies in the face of various efforts by the City of Oakland, the state of California, and the federal government to reduce air pollution, emissions, and mitigate the effects of climate change. The Port must take more responsibility for the increased flight traffic this Project will create.

4

We urge the Port to refuse to certify this Draft EIR and halt this harmful Project.

DocuSigned by:

Mona Afary 9/21/2023
2FDD6FA0EDFC455
Mona Afary, Ph.D.
Executive Director

Response to Commenter O-9

1. The commenter's statement urging the Port to reject the Proposed Project is acknowledged.

2. The commenter's statement regarding the climate change impacts is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

The aviation activity projected in the forecast would occur in response to market demand. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

4. The commenter's statement urging the Port to refuse to certify the EIR and to halt the Proposed Project is acknowledged.

Commenter O-10

Citizens League for Airport Safety and Serenity (CLASS)

Jon Hamilton

From: JON HAMILTON <jon.w.hamilton@comcast.net>
Sent: Thursday, August 3, 2023 8:55 AM
To: Colleen Liang <c.liang@portoakland.com>
Cc: mezziyashcraft@alamedaca.gov <mezziyashcraft@alamedaca.gov>; tspencer@alamedaca.gov <tspencer@alamedaca.gov>; tjensen@alamedaca.gov <tjensen@alamedaca.gov> Brian McGuire <bmcguire@alamedaca.gov>; sbuckley@alamedaca.gov <sbuckley@alamedaca.gov>; borg@smwlaw.com <borg@smwlaw.com>; Kristi Bascom <kbascom@smwlaw.com>; Allen Tai <Alai@alamedaca.gov>
Subject: [EXTERNAL] Request by CLASS for 30 day extension

The sender of this message is external to the **Port of Oakland**. Do not open links or attachments from untrusted sources.

Dear Ms. Liang,

Please see the attached request from CLASS for an extension to the public comment period for the OAK Terminal Modernization and Development Project DEIR. Due to the volume of material to review and the importance of this project to the community – especially those near the airport – we request a 30-day extension to October 13, 2023. The attached letter contains additional detail and explanation supporting our request.

Sincerely,
Jon Hamilton, President CLASS



August 2, 2023

Ms. Colleen Liang
Port of Oakland
Environmental Programs and
Planning Division
530 Water Street Oakland, CA 94607
ciliang@portoakland.com

Re: Request for Extension of Draft EIR Comment Period, OAK Terminal Modernization and Development Project

Dear Ms. Liang:

On behalf of the Citizens League for Airport Safety and Serenity (“CLASS”), I am writing to request an extension of the deadline for public comments on the draft environmental impact report (“DEIR”) for the OAK Terminal Development project (“project”). The DEIR was released on July 17, 2023 and provides for a 60 day comment period. The comment period falls during the height of summer vacation period, when many people are on long planned vacations. The main volume of the DEIR for the Terminal Development project is over 500 pages long, while the technical appendices are more than 9,600 additional pages. This volume of material takes effort to review, and merits additional time. Therefore, we request that the comment period be extend for 30 days to October 13, 2023.

This extension is warranted in view of the project’s substantial impacts on neighboring communities and the importance of the public review process under CEQA. Informed decision-making and informed public participation are fundamental purposes of the CEQA process. See *Union of Med. Marijuana Patients, Inc. v City of San Diego* (2019) 7 C5th 1171, 1184-1185; *California Bldg. Indus. Ass'n v Bay Area Air Quality Mgmt. Dist.* (2015) 62 C4th 369, 381; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 404. The public must have a meaningful opportunity to comment on a draft EIR. See *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1120, 1129. Here, in light of the length and complexity of the Project DEIR, the review period should be extended to allow adequate time a thorough review of all DEIR-related documentation for informed public participation in the CEQA process.

1

Citizens League for Airport Safety and Serenity (CLASS)
A corporations of homeowner associations formed to protect safety, health, and welfare of people living in
communities near the Oakland Airport
3195 Mecartney Road, Alameda, CA 94502 www.classalameda.com info@classalameda.com

Thank you for your consideration of this request. I would appreciate receiving a response at your earliest convenience. Please notify me directly once a decision has been made: jon.w.hamilton@comcast.net

Sincerely,



Jon Hamilton, President
CLASS

Response to Commenter O-10

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter O-11
Citizens League for Airport Safety and Serenity (CLASS)
Sara L. Breckenridge



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October 16, 2023

Via Electronic Mail Only

Ms. Colleen Liang
Environmental Programs and Planning
Division
Port of Oakland
530 Water Street
Oakland, CA 94607
TermDev@portoakland.com

Re: Draft Environmental Impact Report for Oakland International
Airport – Terminal Modernization and Development Project (SCH
No. 2021050164)

Dear Ms. Liang:

We submit this letter on behalf of the Citizens League for Airport Safety and Serenity (“CLASS”), which represents over 3,000 households in the City of Alameda on issues related to the Oakland Airport (“OAK”). CLASS has membership from all households in the Community of Harbor Bay Isle (“CHBI”), households in Ballena Bay, households in Fernside, and other individuals in Alameda. We have reviewed the Draft Environmental Impact Report (“DEIR”) for the proposed OAK Terminal Modernization and Development Project (“Project”), and its appendices. The purpose of this letter is to inform the Port that the DEIR violates the minimum standards of adequacy under the California Environmental Quality Act (“CEQA”), Public Resources Code § 21000 et seq. and “CEQA Guidelines,” California Code of Regulations, title 14, § 15000 et seq. As discussed in detail below and in the attached technical reports, a variety of significant deficiencies exist in the DEIR, virtually all of which result in the DEIR understating the Project’s true impacts and/or the need to mitigate those adverse impacts.

This letter is submitted along with reports prepared by Jules Yimga, Ph.D., Department Chair of School of Business and Associate Professor, Embry-Riddle Aeronautics University, Attachment A (“Yimga Report”); Jeremy Decker, Professional Engineer with Salter and Associates, Attachment B (“Salter Report”); and Todd Tamura,

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QEP, Attachment C (“Tamura Report”). We refer the Port to these attached reports, both here and throughout these comments, for further detail and discussion of the DEIR’s inadequacies. We request that the Port reply to each of the comments in this letter and to each of the comments in the attached reports. Because the aforementioned reports provide detailed comments on the DEIR’s revised analyses, we will not reiterate each of those comments in this letter.

I. Introduction and Background.

The Project site is located in the City of Oakland and is bordered to the northwest by neighborhoods in the City of Alameda, to the southeast by neighborhoods in City of San Leandro, and to the north and east by neighborhoods and businesses in the City of Oakland. The Project would modernize existing Terminal 1 and 2, consolidate passenger processing functions, construct expanded international arrival facilities, construct a new terminal with new gates, relocate existing cargo and support facilities, improve the terminal area roadway, add parking, and modify support facilities. DEIR at 2-10. The Project would facilitate a substantial increase in aircraft operations, which the DEIR states would be as many as 80,744 additional operations annually by 2038. DEIR at 2-7.

1

CHBI neighborhoods, represented by CLASS, are located immediately north of OAK’s South Field Runway and immediately west of the North Field Runways. CLASS, along with the City of Alameda (“City”) and a Berkeley neighborhood group called Keep Jets Over the Bay, sued the Port of Oakland challenging the CEQA analysis for the proposed Airport Development Plan in the early 2000s. Through that lawsuit, the Port and all of the parties entered into a Settlement Agreement (“Agreement”) that was subsequently updated and reaffirmed.

The Agreement provides the framework that allows OAK, CLASS, and the City of Alameda to work together to protect the interests of City residents as the Port implements facilities and programs anticipated in the Agreement. A key provision of the Agreement is that it limits noise by setting forth key commitments for how the Port operates the airport. The Agreement specifies, for example, that the Port is required to monitor compliance with established Noise Abatement Procedures (“NAPs”). The NAPs are critically important to avoiding noise impacts for area residents. It is surprising then that, as discussed further below in section V.A, the DEIR makes no mention of the Settlement Agreement or the NAPs applicable at OAK. The Agreement and NAPs are part of the existing and future conditions at OAK. The NAPs influence management and operations at the airport. Any plans to expand facilities and accommodate future operations at OAK must take into account ongoing compliance with the Agreement and consistency with the

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NAPs. The DEIR's failure to do so raises serious questions about what the Port is proposing. This gap in the DEIR must be remedied in a revised document.

1

This Project will have serious long-term consequences, not only for area residents, but for the region. Those consequences include, but are not limited to, significant increased noise, air pollution, and public safety impacts associated with an increase in overflights. Other impacts include an increased risk of water pollution and traffic impacts.

2

Moreover, as explained in detail below, the Project is inconsistent with applicable plans and ordinances, and the DEIR's analysis of these inconsistencies is inadequate. For example, aspects of the Project are inconsistent with the Airport's current Master Plan, despite assertions to the contrary. DEIR at 3.10-17. As explained further below, while OAK's Master Plan includes the concept of a new terminal, it also includes a new parallel Taxiway B to address anticipated congestion from anticipated delays associated with implementation of the Master Plan and response to stakeholder concerns. CLASS has consistently pointed out, and the Port has acknowledged, the need for a new parallel Taxiway B. Yet, the DEIR does not expressly include a new parallel Taxiway B as part of this proposed Project. This omission should be addressed in an updated project description.

3

In addition, as discussed further below, the DEIR violates CEQA because it: (1) uses an inappropriate baseline; (2) relies on inappropriate assumptions regarding existing gate use and future aviation demand at OAK; (3) fails to adequately analyze the Project's impacts, including but not limited, impacts related to noise, air quality, and climate change; (4) fails to propose adequate mitigation measures to address those impacts; and (5) fails to adequately analyze alternatives to the Project. These inadequacies require that the DEIR be revised and recirculated so that the public and decision-makers are provided with a proper analysis of the Project's significant environmental impacts and feasible mitigation for those impacts. See CEQA Guidelines § 15002(a)(1) (listing as one of the "basic purposes" of CEQA to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities").

4

II. The Airport's Master Plan Is Near Expiration and Should Be Updated.

5

The community has consistently requested full transparency and detailed information about OAK's long-term plan for the airport, as evidenced by stakeholder participation in the Master Plan process, which was completed in 2006, and through consistent participation in the Stakeholder Advisory Committee since its inception. The Planning horizon for the current Master Plan concludes in 2025, yet the DEIR fails to

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provide information on OAK's next steps. OAK cannot simply let the existing plan expire with no plan for the future. Surrounding communities want assurance that OAK will not propose additional, piecemeal, and unplanned expansion projects after the proposed Terminal Development Project. Such projects would contribute to cumulative impacts, and as such, should be evaluated as part of an updated Master Plan. CLASS understands that OAK may not currently have plans beyond what it described in its 2006 Master Plan. If that is the case, then OAK should publicly confirm an extension of the existing Master Plan (e.g., for another ten years, until 2036). Simply allowing the current Master Plan horizon of 2026 to pass without an extension or update to the Master Plan would be inconsistent with the Federal Aviation Administration (FAA) guidance and raise significant concerns for OAK neighbors.

5

III. The Proposed Project Is Inconsistent with the Airport's Master Plan.

6

The OAK Master Plan, provides long-term (20-year) guidance for land-use at the airport. OAK Master Plan at 1, excerpt attached as Attachment D. The Master Plan was prepared in accordance with FAA Advisory Circular (AC) No.150/5070-6A regarding Airport Master Plans. *Id.* The FAA guidance specifies that: “The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.” FAA AC150/5070-6B at 2; excerpt attached as Attachment E.

OAK and the community invested a substantial amount of time and resources in the Master Plan process. According to the Oakland Airport’s website, “The Port committed to prepare this Master Plan with community participation as a result of various agreements settling litigation over the [Airport Development Program] environmental review documents.” See, <https://www.oaklandairport.com/development/master-plan/history/>. Several years were spent developing a vision for future development at the airport, modeling various scenarios, engaging with stakeholders, and evaluating the feasibility of the Plan. OAK must now follow its own Master Plan and include the features identified within it as necessary for smooth operations at the airport.

The OAK Master Plan was developed with the assumption that future development plans would include construction of a “new taxiway parallel to and east of Taxiway B”. Master Plan at 3, 4, 43, 54-58, 69, 130. This is because when analyzing potential delays on all runways to identify congested areas, OAK concluded that a new taxiway parallel to Taxiway B is the best way to alleviate congestion from anticipated delays on Runway 29 (now Runway 30). *Id.* at 72. The Master Plan states that:

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6

“Based on measured taxi distances and estimated taxi times, as well as the airfield simulation described above, it was demonstrated that a taxiway parallel to Taxiway B on South Field (e.g., between Taxiways T and B2) would resolve most of the Taxiway B congestion and head-to-head taxi issues.”

Master Plan at 4, 72. In fact, the Master Plan assumed construction of the new taxiway parallel to Taxiway B for purposes of simulation modeling to simulate all of the studied development concepts and includes the parallel taxiway as one of the recommendations moving forward. *Id.* at 3, 4, 70, 133, and 134.

As explained in CLASS’s comments on the Notice of Preparation for this DEIR, avoiding additional delays on Runway 30 and the taxiways is critical to minimizing taxi time and to maximizing compliance with NAPs at OAK, one of which calls for corporate jets and large turboprops landing and parking at the North Field to depart from Runway 30 (taxiing from North Field to South Field southbound on Taxiway B). Without the addition of a taxiway parallel to Taxiway B, added traffic from the proposed 16 new gates and expanded cargo facilities is likely to cause delay and discourage the use of Runway 30 by North Field jets. Moreover, any Project features that could increase departures from the North Field would also pose safety concerns for adjacent communities. As such, the Project description needs to include features that support use of the longest (safest) runway at OAK, which is Runway 30. To this end, the Project should include the addition of a taxiway parallel to Taxiway B as well as other means of further reducing taxiing times and delays in order to maximize compliance with the noise abatement procedures in place at OAK and to ensure public safety. With the addition of this parallel taxiway to the Project, a revised noise analysis should be completed to compare current NAP compliance levels to expected NAP compliance levels at both PAL 1 and PAL 2 thresholds. The public and decision makers deserve to know how NAP compliance is expected to be impacted by the Project.

In addition, the Master Plan included an Airfield and Airspace Simulation Report concluding that a parallel Taxiway B would be required to efficiently utilize the gates at a new terminal and that it would be the most effective way to avoid congestion and delays. Master Plan, Appendix I - SIMMOD Simulation Airfield and Airspace Simulation Report, January 6, 2006, at 29, 30. The DEIR should have included an updated simulation report and analysis using an updated forecast and projections. Such an analysis will help the public and decisionmakers understand how the forecasted increase in flights and corresponding departure delays at OAK would be managed. A recirculated DEIR should include these simulations and related analysis.

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In summary, the Master Plan included extensive modeling and analysis of various possible airport configurations to evaluate potential airport plans designed to result in a safe, efficient airport. The Master Plan concluded that a new parallel Taxiway B would be needed to alleviate congestion. The Master Plan also specifies that “[t]his taxiway would also be required to support a new terminal in this vicinity, if such a terminal is proposed and approved.” Master Plan at 72. Therefore, implementation of a new taxiway parallel to Taxiway B is critical as a feature of the proposed Terminal Development Project and the DEIR must include an updated project description that includes a new parallel Taxiway B, per the Master Plan. When making this addition to the project description, the DEIR should provide information about its design and operation as well as an analysis of potential impacts.

6

IV. The DEIR Is Misleading Due to Reliance on an Outdated Baseline and Inaccurate Assumptions Regarding Future Air Traffic at OAK.

7

The DEIR dramatically overstates the extent to which aviation activity will increase at OAK whether or not the Project is approved. The entire DEIR is built on the faulty assumption that the demand for commercial airline service is going to continually increase, regardless of whether OAK builds new facilities and increases capacity. E.g., DEIR at ES-3, 3.3-22, 3.11-15, 3.11-24, 3.12-8, 3.14-30, 4-8. This distorts the Project’s purpose and impacts. Simply stated, the DEIR asks decisionmakers and the public to believe aviation activity will increase sharply and inevitably at OAK in the coming years, even if nothing is done to expand or modernize airport facilities. The DEIR likewise asks decisionmakers and the public to believe that the improvements proposed as part of the Project will not enable or encourage such growth. The DEIR’s claims here are not supported by substantial evidence and are not credible. The failure to acknowledge that improving the airport’s facilities will enable and drive a substantial increase in aviation activity infects nearly all of the DEIR’s conclusions, including those in the noise, air quality, and alternatives analyses, among others.

Moreover, as discussed below and in the Yimga Report, the DEIR employs an outdated baseline, relies on an inaccurate, inflated forecast, and underestimates the growth-inducing potential of the produced Project. Yimga Report at 1-5.

A. The DEIR Uses a Baseline that Artificially Understates the Project’s Environmental Impacts.

8

An EIR’s description of a project’s environmental setting plays a critical role in all of the subsequent parts of the EIR because it provides “the baseline physical conditions by which a lead agency determines whether an impact is significant.” CEQA Guidelines

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§ 15125(a). Longstanding case law upholds this fundamental principle by recognizing that “[a]n EIR must focus on impacts to the existing environment, not hypothetical situations.” *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 955.

8

While the general rule under CEQA provides that lead agencies should “normally” determine the baseline from existing conditions when environmental review commences (CEQA Guidelines §15125), the courts have determined that the rules for establishing baseline are not rigid and inflexible (*Communities for a Better Environment v. South Coast Air Quality Mgmt. Dist.* (2010) 48 Cal.4th 310, 327-28 (citing *Save Our Peninsula Com. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 125)). Specifically, the court established that:

“In some circumstances, peak impacts or recurring periods of resource scarcity may be as important environmentally as average conditions. . . . A temporary lull or spike in operations that happens to occur at the time environmental review for a new project begins should not depress or elevate the baseline”

Communities for a Better Environment, 48 Cal. 4th at 328. Courts have interpreted this guidance to mean that agencies must “employ a realistic baseline that will give the public and decision makers the most accurate picture practically possible of the project’s likely impacts.” *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, 449. Moreover, the baseline may not be “misleading or without informational value.” *Id.* at 457.

Courts have also observed that when a project may change the operations of an existing facility, a discussion of past operational patterns may be necessary to establish the existing operational conditions and assess project impacts that would be created by the change in operations. See, e.g., *County of Amador*, 76 Cal.App.4th at 952-56 (agency may not just give a snapshot of past conditions, but must describe those conditions in some depth and justify them as the basis for a baseline); *Save Our Peninsula Com.*, 87 Cal.App.4th at 119-28 (rejecting agency’s baseline as not being supported by evidence of historical conditions).

The DEIR here ignores these fundamental principles. The DEIR uses as a baseline the operation of the Project site in 2019, which was four years prior to publication of the DEIR for this Project and the year prior to the beginning of the COVID 19 pandemic, when aviation operations worldwide dropped to historic lows. See, e.g., DEIR at 2-7, 3.13-6, 3.13-9, 3.13-25 and DEIR Appendix C at 3, fn 1. While the DEIR acknowledges

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that the COVID-19 pandemic has had a significant impact on aviation demand since 2020, it nevertheless attempts to justify the use of an outdated, pre-COVID baseline by stating that “the impact of the pandemic is not expected to change future aviation trends over the long term.” DEIR Appendix C at 3. Moreover, as discussed further below, and in more detail in the Yimga Report, the DEIR forecast assumes a steep recovery in passenger demand beginning in 2023. Yimga Report at 3, 4. However, the DEIR fails to provide any evidence to support this assertion. *Id.*

8

To the contrary, a major change in environmental conditions *has* occurred, and any assumption that aircraft operations will have returned to “business as usual” at the end of the pandemic, rather than emerge permanently altered, is pure speculation. In fact, many sectors are experiencing altered work habits and changes in commerce, which impact passenger demand that may last for years or may be permanent. OAK’s approach of assuming, without evidence, a return to 2019 conditions in 2023 is completely unsupported.

Similarly, OAK’s own data , indicates that monthly passenger traffic from July 2022 to July 2023 went down slightly (from 1,118,213 to 1,038,451), showing that passenger traffic stayed relatively level in the past year. See, data from https://www.oaklandairport.com/wp-content/uploads/July_CY2023-Summary-Page-only.pdf attached as Attachment F. San Jose Mineta International Airport (“SJC”) saw similar traffic trends with only modest growth in their passenger traffic from 1,072,782 to 1,121,691 during the same period. See https://www.flysanjose.com/sites/default/files/financial/activity_reports/July%20CY%2023%20Statistics_0.pdf; Attachment G. As a Mercury News article dated September 5, 2023 makes clear, businesses across the country have cut back on business travel significantly and replaced it with remote conference calling. See <https://www.mercurynews.com/2023/09/05/will-business-travel-to-the-bay-area-bounce-back-to-pre-covid-levels-maybe-not/> also attached as Attachment H. While business travel may recover in the future, there is no guarantee that the recovery is certain, let alone that it will happen at the high rate forecast in the DEIR. *Id.* Bay Area airports saw substantial drops in passenger demand and corresponding flights between April 2019 and April 2023. *Id.* SJC saw a 22% decline in flights from April 2019 to April 2023, SFO saw a 16% decline, and OAK saw an 18% decline in the same period. *Id.*

The DEIR’s choice of an outdated baseline presents inflated conditions, artificially minimizes the Project’s environmental impacts, and thus distorts its analysis of many categories of environmental impact, most notably noise and air pollution. Had the DEIR used an appropriate more recent baseline, the number of aircraft operations and other activity under the existing condition would have been less than assumed in the document.

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With an accurate/current baseline, and appropriate analysis of aircraft operations resulting from a Project-related increase in capacity, the noise analysis and the air quality analyses would likely have shown that the related impacts would be worse than presented.

8

OAK acknowledges that the 2019 baseline would be problematic and that the DEIR-utilized 2019 baseline would need to be updated if the project was delayed. See, email from Bryant Francis, former OAK Aviation Director to Randy Gillespie, Southwest Airlines representative, dated April 16 2020, attached as Attachment I. In this email B. Francis states that if the project did not “proceed in the early fall” of 2020, Oak would “need to redo much of the forecast work” conducted at great expense. Id. In addition, B. Francis indicates that “changing the base year from 2019 to 2020” would result “in a much steeper impact between the no project and the project” triggering the need for additional mitigation. The project *was* delayed, but the baseline was not updated. A revised DEIR must correct this flaw.

In short, the DEIR uses a snap shot in time—flight operations that took place prior to a sector-wide downturn—that has not been the norm for at least four years and measures the Project’s impacts against this baseline. The DEIR fails to provide evidence to support its use of the 2019 baseline. Absent such evidence, the Port should use its discretion to employ a more realistic current condition as baseline for the DEIR.

It is the agency’s burden to “conduct the investigation and obtain documentation to support a determination of preexisting conditions.” *Save Our Peninsula Com.*, 87 Cal.App.4th at 122. Here, the DEIR has not met its burden to support its determination of existing conditions. As a result, the DEIR’s entire analysis of the Project’s impacts is arbitrarily skewed because it compares the Project’s impacts against outdated conditions that have changed, instead of against what the current conditions actually are.

9

In addition, the DEIR employs a 2019 baseline for parts of the aviation forecast and a 2021 baseline for others. See, e.g., DEIR, Appendix C at 74 showing use of 2019 baseline and DEIR Appendix C at 94 showing use of a 2021 baseline. The use of different baselines may be due to the FAA directing OAK to use a more current baseline for comparison of OAK’s to the FAA’s Terminal Area Forecast (“TAF”). See, e.g., Attachment J, Notes from Meetings of OAK staff with the FAA ADO Group (Regional Airports Division and District Offices) dated February 2022 (i.e., FAA staff commented on the fact that OAK’s forecast is not compatible with FAA’s TAF. Using a more current baseline with lower passenger numbers would reduce the difference between the two forecasts.) However, the DEIR’s approach of using inconsistent baselines is problematic because it presents a jumbled analysis that compares impacts from Project buildout to

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higher operations in 2019 in some parts and to lower operations in 2021 in other parts.
 This approach is unacceptable and only adds to the unreliability of the analysis.

9

B. The DEIR's Aviation Forecast Is Inaccurate.

10

The environmental analysis for an airport project can only be accurate if it is based on an accurate aviation forecast. That is because the critical impacts such as noise and air emissions are based on forecast numbers. If the forecast is too low, or too high, the DEIR fails entirely as an informational document. It is the job of the Project proponent — in this case OAK — to put forth and support a credible aviation forecast. Unfortunately, OAK's forecast lacks credibility and undermines the entire DEIR because it is too high, presenting overly optimistic forecast numbers. However, the DEIR fails to provide substantial evidence to support the basis of the forecast.

The forecast presented in the DEIR is inaccurate, in part, because it is based on faulty methodology. Yimga Report at 1, 2. For example, the DEIR fails to consider historic data about passenger demand at OAK. Specifically, the modelling did not include recent trend breakers such as the recession of 2007-2008, the grounding of the 737 MAX in 2019-2020, and the COVID 19 pandemic in 2020-2022. Yimga Report at 2; DEIR Appendix C at Figure 2-7. In addition, the analysis for the long-term forecast considers only unconstrained growth. Yimga Report at 3. The DEIR fails to consider relevant macroeconomic factors that would influence demand, such as competition from other airports in the region, seasonality, and population demographics. *Id.* Instead the analysis included only unconstrained growth, which ignores real-world factors that influence passenger demand at OAK.

As explained on OAK's website, “Constrained airline passenger forecasts are *dependent on many factors*, including the types of airplanes the airlines choose to fly (i.e., fleet mix and the number of seats per airplane), assumed taxiway and other airfield improvements, amount of delay that the airlines and airline passengers are willing to tolerate, air travel market constraints, air traffic control rules and procedures, required aircraft-to-aircraft separations due to wake vortices, etc., all of which are likely to change between now and 2025.” Available at <https://www.oaklandairport.com/development/master-plan/forecasts/> (emphasis added).

OAK staff received feedback regarding the questionable passenger forecasts from FAA staff. See, Notes from Meetings of OAK staff with the FAA ADO Group (Regional Airports Division and District Offices) dated February 2022 and April 2022, attached as Attachment K. Specifically, FAA staff referred to OAK's forecast as describing an “optimistic recovery” and indicated that demographic changes have to be linked to

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demand, not just to level-of-service or in-kind replacement. *Id.*, dated February 2022. FAA staff also commented on the fact that OAK's forecast is not compatible with FAA's TAF. *Id.* As explained in the Yimga Report, attached to this letter as Attachment A, and as shown in the DEIR's Appendix C at 94, OAK forecasts higher passenger enplanements compared to the TAF forecast in 2026, 2031, and 2036. The discrepancy between the two forecasts becomes amplified at each forecast horizon to a peak difference in 2036 where OAK's forecast exceeds the TAF forecast by 22.5%. *Id.*

10

As the FAA notes “if the airport historically functions under constrained conditions, the FAA [TAF] forecast may reflect those constraints since they are embedded in historical data.” See <https://www.faa.gov/sites/faa.gov/files/Forecast%20Process%20for%202022%20TAF.pdf> at 2; also attached as Attachment L. Thus, the FAA's more conservative forecast captures some of the constraints that OAK experiences, while OAK's forecast does not. Therefore, the FAA's TAF is likely a closer estimate of the growth OAK can expect.

As discussed above, and in detail in the Yimga Report, OAK fails to adequately respond to FAA's comments. OAK's forecast remains beyond “optimistic.” It assumes that passenger demand will not only fully recover from pandemic disruptions by 2023, but will also grow at an unprecedented rate to levels never achieved at OAK. Yimga Report at 3. The DEIR fails to link the forecasted demand to demographic changes and largely points to level-of-service needs (although, as explained in the Yimga Report, even this link is tenuous). See, Yimga Report at pp. 6 to 11 (explaining that gates at OAK are generally underutilized so that a substantial expansion in the number of gates is not warranted).

Moreover, airports including OAK can anticipate other economic disruptions as well. As just one example, the International Air Transport Association (IATA) has indicated that airline capacity is expected to remain constrained until at least 2025, and perhaps beyond, due to new aircraft delivery delays and a shortage of spare parts. See, <https://www.reuters.com/business/aerospace-defense/global-airline-capacity-constrained-until-2025-says-iatas-walsh-2023-04-19/>, also attached as Attachment M (Reuters article “Airline Capacity Constrained until 2025 due to delivery delays, spare parts -IATA” August 19, 2023). For all of these reasons, the airport's assumptions are simply unrealistic.

Simply stated, OAK has not met its burden of presenting a credible aviation forecast. This failing undermines the entire DEIR, which must be redone based on a more realistic and accurate build-out forecast which takes into account the full extent that

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aircraft operations could be accommodated at OAK with and without the proposed improvements.

10

C. The DEIR's Aviation Forecast Approach Improperly Overstates the No Project Alternative's Impacts.

11

As discussed above, in addition to using an inappropriate baseline and dramatically overestimating the airline operations forecast, OAK has adopted the nonsensical position that future aviation activity levels at OAK will be the same regardless of whether or not the Project is approved and implemented. E.g., DEIR at ES-3, 3.3-22, 3.11-15, 3.11-24, 3.12-8, 3.14-30, 4-8. OAK's position – that passengers will come to OAK regardless of whether the new Terminal and new gates are constructed – is directly contradicted by data presented in the Yimga Report. See, Yimga Report at 3, 4. As the Yimga Report explains, OAK's past passenger demand predictions have often skewed towards the ambitious side, failing to materialize as expected. For example, the airport's Master Plan envisioned a steady climb in passenger demand, forecast to peak at around 30 million passengers annually by 2025. Yimga Report at 3, 4; OAK Master Plan at 27, 34. In reality, OAK served 13.4 million passengers in 2019 and just 9 million in 2022, far less than envisioned by the Master Plan. Put simply, OAK's forecasts have been unrealistically high before and they are unrealistically high now. And the validity of the entire DEIR is undermined by its reliance on OAK's position that the number of aircraft operations will increase whether or not the new gates are implemented.

The DEIR's approach suggests that growth of aircraft operations at OAK is completely unconstrained and inevitable. As discussed above, and as acknowledged by OAK on its website, in reality, passenger forecasts are dependent on many factors. For example, airline fleet mix, the amount of delay that the airlines and airline passengers are willing to tolerate, air travel market constraints, FAA rules and procedures, and required aircraft-to-aircraft separations all play a role in passenger forecasts. See, <https://www.oaklandairport.com/development/master-plan/forecasts/>. The DEIR fails to register the reality of other influencing factors because it ignores the fact that expanded facilities are the lynch pins that would increase passenger aircraft operations.¹

¹ Courts have been skeptical of the idea that expansion of an airport's facilities will not have an impact on traffic. See *Barnes v. U.S. Dept. of Transportation* (2011) 655 F.3d 1124, 1139 (holding that “even if the stated purpose of [building a new runway] is to increase safety and efficiency, [an agency] must analyze the impacts of the increased demand attributable to the additional runway” when determining whether to perform an EIS under NEPA).

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This lack of a true and accurate disclosure in the DEIR is so fundamental that it undermines nearly all of the analysis of impacts contained in the document. The failing causes the DEIR to conclude – incorrectly – that the Project will not influence growth at OAK. Doing so artificially inflates the impacts associated with the future “No Project” scenario, again making it appear less attractive when compared to the proposed Project. This is a clear CEQA violation. The DEIR must be revised to include an accurate “No Project” alternative that is not based on a faulty assumption that aviation activity at OAK will increase dramatically without the proposed Project.

11

D. It Is Simply Common Sense that the Project Would Expand OAK’s Operational Capacity.

12

As discussed above, the DEIR’s failure to acknowledge the Project will increase operations at OAK goes directly to CEQA’s mandate to disclose all reasonably foreseeable effects of the Project. OAK’s claim that operations will increase at the same rate with or without the Project is simply not credible because it is common sense. Expanding the airport’s operational capacity is the Project’s very purpose. The fact that OAK is proposing to expand to such an extent is itself evidence that this must enable and/or induce additional passenger operations, since otherwise pouring millions of dollars into a major project would not be justified. Merely improving passengers’ comfort and experience, when OAK claims that demand will continue to rise at the same rate regardless, does not make sense. That kind of investment makes sense only if it would also increase revenues and/or enable growth. Evidence exists that Southwest Airlines sees the Project as necessary to maintain and expand their passenger operations at OAK. Specifically, in response to CLASS’ request pursuant to the PRA for documents, OAK provided documents stating that “current capacity constraints won’t allow a steady growth consistently in the years prior to opening.” See, Attachment N, email from Randy Gillespie, Southwest Airlines representative, to Bryant Francis, former OAK Aviation Director, dated October 23, 2019.

In other words, Southwest, the dominant airline operating at OAK, responsible for roughly 95% of all arrivals and 90% of all departures between May 17, 2021, and June 15, 2023, makes clear that it needs the project in order to maintain and expand its passenger operations at OAK. Id. and Yimga report at 5 and 10. Put another way, Southwest’s comments make clear that unconstrained growth will not occur unless OAK proceeds with the Project to enhance the airport’s capacity. This is consistent with common sense, but the DEIR is instead built on OAK’s nonsensical claim that such growth is inevitable.

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E. The DEIR’s Flawed Project Description Does Not Permit Meaningful Public Review.

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For an EIR to adequately evaluate the environmental ramifications of a project, it must first provide a comprehensive description of the project itself. “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, 730 (quoting *County of Inyo v. City of Los Angeles* (1997) 71 Cal.App.3d 185, 193). As a result, courts have found that, even if an EIR is adequate in all other respects, the use of a “truncated project concept” violates CEQA and mandates the conclusion that the lead agency did not proceed in a manner required by law. *Id.*

Furthermore, “[a]n accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity.” *Id.* (citation omitted). Thus, an inaccurate or incomplete project description renders the analysis of environmental impacts inherently unreliable. While extensive detail is not necessary, the law mandates that EIRs should describe proposed projects with sufficient detail and accuracy to permit informed decision-making. See CEQA Guidelines §15124.

Here, the DEIR fails to describe aspects of the Project that are essential for the DEIR to provide a meaningful environmental analysis. In some cases, important aspects of the Project are omitted altogether. As discussed above, in perhaps the most glaring example, the DEIR fails to include a critical piece of the project as described in the Master Plan – the parallel Taxiway B. Given that the analysis included in the Master Plan has already identified the parallel taxiway as necessary to relieve congestion if a new terminal is constructed, this project feature should have been described as part of the Project. Moreover, as discussed above, the DEIR should include an airfield and airspace simulation explaining in detail the airfield improvements that would be necessary to manage airfield congestion resulting from the proposed Project.

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In addition, the DEIR fails to provide a definitive description of the number of gates that will be constructed at the proposed new terminal. For example, portions of the DEIR indicate that the project would result in a net increase of 16 gates. See, DEIR Table 2-2 at 2-11 (Gap Analysis for existing terminals), indicating a gap of 16 gates for Planning Activity Level, or PAL, 2. Other sections of the DEIR indicate that “[t]he new terminal would include up to 25 aircraft gate.” See, e.g., DEIR at 2-17, 2-23. The DEIR also implies that nine existing gates would be removed through an “optimization of existing aircraft gates from 29 to 20 gates to allow each gate to operate independently.” DEIR at 2-17. The DEIR does not, however, provide any details or visual indicating how all this would be implemented. For example, the DEIR does not make clear which nine

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existing gates would be eliminated. Likewise, the DEIR fails to provide even the most basic information regarding how the new, 25-gate terminal would be configured. Such information is routinely provided in CEQA documents for other airport projects and should have been provided in this DEIR. The DEIR's approach renders the project description inadequate and unstable. See *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 18.

Under CEQA, the airport cannot defer description and analysis of the number of gates or other project features to a future date. Guidelines § 15378(a) ("‘Project’ means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”). The DEIR must disclose the number, location, configuration and timing of aircraft gates proposed to be added and decommissioned. Without this information, the DEIR cannot properly evaluate Project impacts. For example, disclosure of this information is important because the number of gates located at the proposed new terminal is directly tied to the number of aircraft using Taxiway B to reach the South Field runway, and the amount of congestion that can be expected on this part of the air field. Therefore, detailed information about the exact number, location, configuration and timing of gates is necessary to allow decisionmakers, the public and responsible agencies to evaluate potential environmental impacts.

Furthermore, the revised DEIR must include an enforceable schedule for the decommissioning of any existing gates in Terminals 1 and 2 that will be replaced with gates in the proposed Terminal (i.e., removal of all passenger loading facilities and associated airfield markings). Moreover, OAK’s commitment should include a provision that OAK cannot rely on the decommissioned existing gates for future operations. OAK must specify and lay out the details for decommissioning the gates to be replaced, including a construction schedule for gate decommissioning.

Without clear and enforceable commitments, CLASS is concerned OAK would continue to use the existing gates, resulting in more total operating gates than disclosed in the DEIR. Instead, for each new passenger gate that becomes operational, OAK should confirm that a corresponding existing gate is removed until all the existing gates being replaced are decommissioned. Existing gate removal must include demolishing or disabling all passenger boarding facilities and removing pavement markings associated with the gate.

In sum, the DEIR’s description of the Project violates CEQA because it presents an inadequate and unstable project description. This violates CEQA and misleads EIR readers. The failure to describe the whole of the Project is a serious and pervasive

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deficiency, as it renders faulty the EIR's environmental impact analyses as well as the discussion of potential mitigation measures and alternatives to minimize those impacts.

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V. The DEIR's Analysis and Mitigation of Project-related Impacts Are Inadequate.

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CEQA requires thorough, comprehensive environmental review for proposed projects. The EIR for this proposal should be of the highest quality, giving both decision-makers and the public a full opportunity to understand and analyze environmental repercussions of the Project. An EIR is “the heart of CEQA.” *Laurel Heights Improvement Assn. v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 392 (“*Laurel Heights I*”). In particular, the Port “should not be allowed to hide behind its own failure to gather relevant data.” *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311. “Because the EIR must be certified or rejected by public officials, it is a document of accountability.” *Laurel Heights I*, 47 Cal.3d at 392. The evaluation of a proposed project’s environmental impacts is the core purpose of an EIR. See CEQA Guidelines § 15126.2(a) (“An EIR shall identify and focus on the significant effects of the proposed project.”). It is well-established that the City cannot defer its assessment of important environmental impacts until after the project is approved. *Sundstrom*, 202 Cal.App.3d at 306-07. Unfortunately, the DEIR fails entirely to live up to this mandate.

An EIR must provide enough analysis and detail about environmental impacts to enable decision-makers to make intelligent judgments in light of the environmental consequences of their decisions. The Port, in its role as lead agency, must make a good faith effort to disclose the impacts of the Project, both at the Project level and at the cumulative level. The Project’s large size and its close proximity to thousands of people in dense urban neighborhoods mandate particularly careful analysis and public disclosure of its many significant impacts. Unfortunately, as described in detail in the following sections, the DEIR for the OAK Terminal Modernization and Development Project fails to meet even the most basic objectives of CEQA, and utterly deprives the public and decision-makers of any opportunity to understand the environmental repercussions of the Project.

As explained below, the DEIR fails to analyze the Project’s numerous environmental impacts, including those affecting noise, air quality, climate change, and public health and safety. In addition, in some instances, the EIR also fails to adequately analyze the Project’s cumulative impacts. These inadequacies require that the EIR be revised and recirculated so that the public and decision-makers are provided with a proper analysis of the Project’s significant environmental impacts and feasible mitigation for those impacts. See CEQA Guidelines §15002(a)(1) (listing as one of the “basic

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purposes” of CEQA to “[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities”).

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A. The DEIR’s Analysis of the Project’s Noise Impacts Fails to Satisfy the Requirements of CEQA.

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The DEIR fails to take into account two important facts. First, an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, “an activity which may not be significant in an urban area may be significant in a rural area.” CEQA Guidelines § 15064(b). Second, where significant noise impacts and disturbing noise events are already present, tolerance is very low for any increase in either the frequency of events, the decibel level of the events, or the duration of the events. Here, the proper question is not the relative amount of noise resulting from the Project, but “whether any additional amount of [noise] should be considered significant” in light of existing conditions. *Los Angeles Unified School District v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025-26 (citation omitted) (“*LA Unified*”).

Given the uniqueness of the CEQA standard, the fact that residential uses are considered compatible with a noise level of 65 decibels for purposes of land use planning is not determinative in setting a threshold of significance under CEQA. For example, in *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, the court ruled that citizens’ personal observations about the significance of noise impacts on their community constituted substantial evidence that the impact may be significant, even though the noise levels did not exceed general planning standards. *Id.* at 881-82. *Berkeley Keep Jets Over the Bay Com. v. Port of Oakland* (2001) 91 Cal.App.4th 1344, 1381 (“*Berkeley Jets*”). Furthermore, in *Sierra Club v. Tahoe Regional Planning Agency* (E.D. Cal. 2013) 916 F.Supp.2d 1098, 1148-49, the court cited *Berkeley Jets* for the proposition that a community-wide noise metric may be inadequate if it obstructs meaningful understanding of the project’s noise impacts.

This is exactly the mistake that this DEIR makes. The analysis focuses on the increment of change in community-wide noise levels predicted from future aircraft operations and bases its conclusion that the Project would not result in significant noise impacts solely on its assessment that the 65 dBA CNEL contour would not expand to include any housing units and that the increase at other noise-sensitive receptors would be less than 1.5 dBA. DEIR at 3.11-30. Under CEQA, an EIR may conclude that impacts are insignificant only if it provides an adequate analysis of the magnitude of the impacts and the degree to which they will be mitigated. As documented below and as further detailed in the Salter Report (Attachment B), the DEIR fails to adequately analyze or

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support with substantial evidence its conclusions that the project does not have significant operational noise impacts. [Page 1 of the Salter Report summarizes the key failures of the noise analysis, including:

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- The DEIR fails to acknowledge the longstanding and on-going community concerns and complaints about aircraft noise. The public deserves recognition that the noise environment is disruptive to the surrounding communities. As such, the project should include measures to help reduce existing impacts and ensure that no additional adverse impacts are produced.

- Single-event aircraft noise analysis is omitted entirely from the impact analysis and is ignored in the development of appropriate noise mitigation measures. This mistake was made 20 years ago in a previous Oakland Airport impact analysis, and it should not be repeated today.

- The DEIR does not provide adequate information for a proper and public evaluation of nighttime aircraft noise. And the little information that is disclosed about overall nighttime flights is concerning as substantial increases in the quantity of nighttime flights is anticipated.

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- Though Appendix M “Sleep Disturbance Analysis” is attached to the DEIR, all information in this appendix is expressly ignored in the impact analysis. However, this appendix reveals the presence of excessive noise, which corroborates the ongoing public response to noise referenced above.

- Though Appendix M divulges that aircraft noise-induced “awakenings” is expected to increase as part of the project, it provides no evidence to demonstrate that such increases in the proposed NAWR rating are less than significant.

Each of these points is elaborated upon in the sections below and in the Salter Report.

Another problem with this noise analysis is its use of 2019 as a base year for existing conditions. The DEIR states, “[t]o provide a conservative analysis, the Port has elected in this Draft EIR to compare the aviation activity-based impacts of the Proposed Project in 2028 and 2038 to the 2019 OAK aviation activity level conditions, thus overstating the Proposed Project’s actual impacts.” DEIR at 3.11-15. The actual amount of activity at the airport in 2021 (date of NOP publication) is less than it was in 2019. Therefore, the delta between *actual* existing noise conditions in 2021 and future 2028 and 2038 conditions is likely *greater* than between 2019 and 2028, 2038. By using 2019 as a

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baseline, the existing noise environment appears higher and the incremental noise increase is likely understated in the DEIR.

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The DEIR describes the noise analysis, which highlights how ineffective the metric is for measuring actual on-the-ground conditions and experiences regarding noise. “The CNEL metric is used for this aircraft noise analysis based on an Average Annual Day (AAD) of aircraft operations, generally derived from data for a calendar year. An AAD activity profile is computed by adding all aircraft operations occurring during the course of a year and dividing the result by 365. As such, AAD does not reflect activities on any one specific day but represents average conditions as they occur during the course of the year.” DEIR at 3.11-3.

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The flaw with this noise metric and using it to measure significance is twofold. First, the standard CNEL measures the weighted sound energy to which a person or community is exposed over a period of 24 hours. This means that the most extreme noise events are averaged out over the course of 24 hours and their impact is diluted. Second, utilizing an Average Annual Day (AAD) metric further weakens the result by not recognizing the day-to-day or seasonality of noise impacts. On page 3.11-3, the DEIR describes that “[a]n AAD activity profile is computed by adding all aircraft operations occurring during the course of a year and dividing the result by 365. As such, AAD does not reflect activities on any one specific day but represents average conditions as they occur during the course of the year.” By using a CNEL metric based on AAD, the resulting measurement is neutralized by blending intense periods of noise activity with lesser ones and averaging the number. This results in a second layer of diluting the noise measurement and moves further away from the real-life conditions and a numeric result that would accurately describe how people truly experience noise disturbances, which is the sound and duration at the moment the noise event happens.

The true measurement of how people experience a noise event is to calculate Sound Exposure Level (SEL), which takes into account the L_{max} (peak sound level during a noise event) and the duration of the event. This is the actual noise impact and the one that impacts speech, interferes with sleep, disrupts the ability to focus, and increases stress and anxiety levels. Reliance on the CNEL method is inadequate because the noise resulting from airplane traffic is acute, and the intensity of single flyover events should be measured in addition to average daily levels. California case law interpreting CEQA—*Berkeley Jets*, 91 Cal. App. 4th 1344—supports this position.

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A final deficiency in the noise analysis is an understatement of increased aircraft operations, which prevents a full and proper accounting of the noise impacts. OAK's forecast of increased aircraft operations is low relative to its forecasted increase in

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passengers. The DEIR suggests that this is due to the fact that airlines will be up-gauging to larger aircraft in the coming years and there will be more passengers per flight. However, as detailed on page 7 of the Yimga Report, the DEIR contains insufficient data to justify this expected transition to larger aircraft, and there remains ambiguity as to whether this transition will actually take place. If current conditions continue, the passenger count per plane would be less and the number of aircraft operations would be higher, leading to greater noise impacts than the DEIR analyzes.

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This deficient noise analysis requires that the DEIR be revised to provide a complete and accurate picture of the Project's significant environmental impacts and feasible mitigation for those impacts, as required by law. See CEQA Guidelines § 15002(a)(1) (listing as one of the "basic purposes" of CEQA to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities).

1. The DEIR's Analysis of Single Event Noise Is Legally Inadequate.

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The City of Alameda, and the Community of Harbor Bay Isle in particular, is located in close proximity to the airport and the residents regularly experience disruptive noise from aircraft departing from the North Field and South Field runways. The NAPs in place to protect the residential neighborhoods from aircraft disturbances are effective to a certain degree, but jet departures still occur from the North Field, many times at night and in the early morning hours. Nighttime departures are particularly disruptive, and evaluating the proposed Project simply by measuring CNEL is wholly inadequate to provide evidence to conclude that operational impacts would be less than significant. Our review of the DEIR therefore included a special focus on the document's single event noise analysis, which would describe the effect of noise generated from a single flight, and more importantly, its impact on receptors.

However, the DEIR's analysis of single event noise is non-existent. The Noise Section of the DEIR is inconsistent with the requirements and intent of CEQA. This lack of a single event noise analysis is particularly concerning given that, in 1997, the Board of Port Commissioners was sued by a group of community organizations (including CLASS) along with the cities of San Leandro and Alameda over the Port's failure to complete a single event noise analysis in the DEIR for the OAK Airport Development Program. The petitioners prevailed in the suit, and the Port of Oakland was forced to prepare a Supplemental EIR to address nighttime noise impacts, including sleep disturbance. Specifically, the 2003 SEIR: (1) evaluated potential nighttime noise effects by comparing nighttime aircraft activity under normal operating conditions both with and

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without the Proposed Project; (2) estimated the increase in average number of nighttime flights; and (3) calculated the probability of awakening due to single event noise as a result of implementing the Proposed Project.

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By contrast, this DEIR, prepared nearly 20 years later when a wealth of additional information is known about the detrimental effects of noise on human health, side-stepped this issue almost completely. Since the 2003 OAK ADP SEIR was published, there have been other examples of airports conducting robust single event noise analysis. The first example of this is the Noise Analysis for the 2016 Burbank Airport Replacement Passenger Terminal Project EIR, which contains SEL contours and SEL data tables to compare the SEL values for the noisiest passenger aircraft at the airport at selected noise-sensitive receptors. See 2016 Burbank Project EIR, Appendix K – Noise Technical Report at Table K-3; Figures K-5 through K-12 (Attachment O). The document notes that aircraft SEL data is valuable for “demonstrat[ing] the spatial extent of noise events” resulting from, for example, aircraft taxiing operations for various project alternatives. See *id.* at K-9. Notably, the Burbank Airport project involved a 1-to-1 replacement of gates and would add no additional gates, unlike the Project, which would add up to 16 new gates at OAK. The second example is the Noise Assessment for the Norman Y. Mineta San Jose International Airport Master Plan EIR (2019). This analysis presents Time Above (“TA”) values for aircraft noise levels greater than 75 dB and 85 dB at various receiver points, along with the overall land area exposed to the SEL values for the departure and arrival of various aircraft types, and SEL results for the predominant aircraft in the fleet mix. 2019 SJC Airport Noise Assessment for the Master Plan EIR at Table 12, Table 13, Table 14 (Attachment P). The Mineta EIR also notes that an earlier (2003) EIR contained a similar analysis comparing existing and future SEL conditions and identified increases in SEL values in the airport vicinity. *Id.* at 25.

We point to these two examples to show that OAK’s approach does not reflect what is possible and typical today. A thorough analysis of future single event noise events is achievable and common in airport EIRs. By not conducting a robust single-event noise analysis and providing that information in the DEIR, the document fails to disclose to the public the Project’s significant environmental impacts.

(a) The DEIR Fails to Analyze Night Awakenings.

Case law requires that an EIR “measure how many high-noise events will take place during the noise-sensitive nighttime hours [and] describe the effects of noise on normal nighttime activities, such as sleep.” *Berkeley Jets*, 91 Cal.App.4th at 1382, fn. 23. The Court of Appeal in that case stressed the need to provide information in a form that is useful to help nearby residents evaluate the impact of future increased air traffic on their

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daily lives. In particular, the EIR must enable residents to evaluate the degree to which the “single events” of aircraft takeoffs and landings interfere with their sleep and conversation. *Id.* at 1372-83.

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This information exists for OAK. It is collected daily, reports are generated quarterly, shared with the OAK Noise Forum membership, and are posted on the airport’s website.² Yet the DEIR includes none of the existing noise data other than CNEL measurements. Among the many noise data points collected by the airport is the number of nighttime noise events generated by aircraft activity at the North Field between the hours of 10:00 p.m. and 7:00 a.m. These SEI, Noise Measurements are captured by noise monitors placed at various locations in the cities of San Leandro and Alameda. As an example, the statistics below are as reported by OAK for the last four quarters (July 2022-June 2023):

	NORTH FIELD Night Aircraft Departure SEL Noise Measurements (shown in number of events)				
	Aircraft Noise Events Below SEL, 80 dBA	Aircraft Noise Events SEL 80-84.9 dBA	Aircraft Noise Events SEL 85-89.9 dBA	Aircraft Noise Events Over SEL 90 dBA	Total Nighttime Noise Events
Q3 2022	290	142	60	79	571
Q4 2022	407	168	94	55	724
Q1 2023	505	224	117	49	895
Q2 2023	380	144	111	132	767
Total Four Quarters	1,582	678	382	315	2,957
Avg per Night	4.3	1.9	1.0	0.9	8.1

Sources: OAK Quarterly Aircraft Noise Reports (Attachment Q and online³)

² OAK website with noise resources: <https://flyquietoak.com/resources/documents/>.

³ OAK Quarterly Noise Reports: Q1 2023: https://flyquietoak.com/wp-content/uploads/2023/04/494872961-2023_quarterlyaircraftnoise_01.pdf, Q4 2022: https://flyquietoak.com/wp-content/uploads/2023/01/466048270-2022_quarterlyaircraftnoise_04.pdf, Q3 2022: https://flyquietoak.com/wp-content/uploads/2022/10/439296151-2022_quarterlyaircraftnoise_03.pdf

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The above table illustrates that, on average, neighborhoods near the airport experience more than eight aircraft noise events on a nightly basis. On average, 3.8 of these nightly noise disturbances are in excess of SEL 80 dBA, which is a substantial disturbance – particularly in a quieter nighttime environment. These statistics are readily available yet, the DEIR fails to include any nighttime SEL event information in the noise analysis. This is required to give decision-makers and the public important information about the noise impact, frequency and timing of single noise events, enabling them to evaluate the significance of those impacts on sleep and quality of life. Pages 4 and 5 of the Salter Report provides additional detail on nighttime awakenings, how they should be analyzed, and how the data in Appendix M shows that nighttime aircraft noise is a significant impact.

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(b) The DEIR Fails to Analyze Classroom Disruptions.

Discussion of Project-related classroom disruption is completely absent from the DEIR's analysis. Outside of identifying those sensitive uses that are within the 65 dBA CNEL contour and identifying if they will experience an increase in the CNEL measurement at full Project buildup (PAL 2), the DEIR fails to evaluate noise impacts to these planned sensitive land uses and provides no justification for the omission. Without such information, the analysis remains insufficient and the level of disclosure of impacts simply does not satisfy CEQA.

(c) The DEIR Fails to Analyze Daytime Disruptions to Speech and Other Detrimental Health Impacts of Single Event Noise.

Noise is a serious public health issue in modern society, yet the DEIR fails completely to discuss what the Project's significant noise impacts mean in terms of their impacts on human health. Exposure to increased noise levels has been associated with increased stress, cardiovascular impacts, cognitive impairment in children, and mental health impacts. See Attachment R (WHO "Burden of Disease from Environmental Noise, 2011"); Attachment S (Passchier-Vermeer "Noise Exposure and Public Health"); Attachment T ("Noise Pollution: A Modern Plague"); Attachment U (New York Times "Are You Exposed to Too Much Noise? Here's How to Check"). According to the World Health Organization, "environmental noise should be considered not only as a cause of nuisance but also a concern for public health and environmental health." See Attachment R at xvii. The New York Times article notes that "mounting research suggests that, as average noise levels climb, so do the risks of overreactions in your body that contribute to cardiovascular disease and other health issues." In order to satisfy the disclosure requirements in CEQA, the DEIR must discuss the health effects of noise impacts on

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affected members of the public, including school children whose school locations experience disruptive single event noise.

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2. The DEIR Lacks Suitable Thresholds of Significance for Evaluating the Project's Significant Environmental Impacts.

Determining whether or not a project may result in a significant adverse environmental effect is a key aspect of CEQA. CEQA Guidelines § 15064(a) (determination of significant effects “plays a critical role in the CEQA process”). CEQA specifically anticipates that agencies will use thresholds of significance as an analytical tool for judging the significance of a Project’s impacts. CEQA Guidelines § 15064.7. Because the requirement to provide mitigation is triggered by the identification of a significant impact, the DEIR’s failure to identify all of the Project’s significant impacts also results in a failure to mitigate these impacts.

The first step in any discussion of an environmental impact is to select a threshold of significance. Here, the DEIR states that for the purposes of this analysis, implementation of the Proposed Project may result in a significant noise impact if it results in “a substantial increase in aircraft noise” under certain circumstances, or “sleep disturbance from aircraft noise.” DEIR at 3.11-12.

Section 3.11.1.3 (Significance Thresholds) contains two critical flaws: First, utilizing the CNEL metric alone to determine whether there is a substantial increase in aircraft noise ignores a whole set of data that provides valuable information on measuring how substantial noise disturbances actually are. Second, the DEIR goes on to state that sleep disturbance does not currently have a significance threshold and is reported in Appendix M to the DEIR for supplemental information only. The DEIR cannot simply state that data exists to measure sleep disturbance, but since no threshold currently exists, the DEIR can excuse itself from the task of establishing a threshold of significance. This approach is unlawful. The California Supreme Court has made clear that “no authority exempts an agency from complying with the law, environmental or otherwise, merely because the agency’s task may be difficult.” *Laurel Heights I*, Cal.3d at 399; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1106-12 (CEQA does not allow an analysis to be labeled too “speculative” based on lack of threshold). Instead, the lead agency must “use its best efforts to find out and disclose all that it reasonably can.” *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 431 (citation omitted).

Moreover, other agencies have established significance thresholds for single noise events. In one recent example, in the DEIR for its Specific Plan Amendment Study, Los

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Angeles International Airport (“LAX”) established thresholds of significance for both nighttime disturbances and classroom disturbances. While the thresholds used at LAX may or may not be appropriate for OAK, they demonstrate that establishing such a threshold is possible.

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Furthermore, the absence of significance thresholds in the DEIR leads to a cascade of other failures: without a threshold, the DEIR cannot do its job since no meaningful analysis of the Project’s actual and foreseeable environmental impacts can be made, and no feasible mitigation measures can be formulated and considered by the public and the decision-makers. Because the DEIR here provides no standard or threshold on which to base its conclusion as to the Project’s impacts, the DEIR must be revised to insert that information, and recirculated for public review and comment.

While choosing and applying a standard of significance—for both individual and cumulative impacts—is the lead agency’s responsibility, the courts have established that citizens’ “personal observations” about the significance of noise impacts on their community constituted substantial evidence that the impact may be significant. *See Oro Fino*, 225 Cal.App.3d at 882. In this case, communities surrounding OAK have long expressed concerns about elevated noise due to over flights and objected to increasing noise levels from aircraft. OAK collects and summarizes on a quarterly basis the number of noise complaints received from the community. This information is then shared with the OAK Noise Forum members and posted on OAK’s website. The complaints received are highlighted and discussed in the Salter Report. Indeed, the community has long been engaged with OAK regarding the implementation of NAPs and advocating for alternative flight paths to alleviate existing noise impacts for overburdened areas of the adjacent communities. Given that residents along the flight paths of the North Field already experience severe aircraft noise at all hours, *any* increase in noise levels should be considered significant and must be disclosed.

3. Increases in Aircraft Noise Are Inconsistent with the City of Alameda General Plan.

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The City of Alameda updated the Alameda General Plan 2040 in November 2021, and the document references airport noise within Section 6 (Health and Safety Element). Specifically, the General Plan includes Objective #6, which is to “Protect Alameda residents from the harmful effects of exposure to excessive noise from aircraft, buses, boats, trucks, and automobiles and adjacent land uses.” Alameda General Plan 2040⁴ at

⁴ Alameda General Plan: https://irp.cdn-website.com/f1731050/files/uploaded/AGP_Book_June2022_Amend-1.pdf

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136. Under this objective, the General Plan contains eight unique policies and 15 unique actions – all of which speak directly to reducing the noise generated by OAK that impacts Alameda’s neighborhoods. See Alameda General Plan 2040 at 136-40. Several of the policies and actions state very specific requirements for the proposed expansion project and/or expectations as it relates to minimizing single-event and nighttime noise:

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Policy HS-43: Oakland International Airport Expansion and Settlement Agreement. Oppose any expansion of operations at Oakland International Airport that would negate or reduce the effectiveness of the noise abatement procedures established by the existing Settlement Agreements.

Policy HS-44: Single Event Noise Exposure. Work with Oakland International Airport to reduce the incidence of single event noise exposure above those currently experienced.

Policy HS-45: Reduce Neighborhood Noise Impacts. Promote the reduction of existing and future potential harmful aircraft noise impacts in Alameda neighborhoods. (See also Policy LU-1 and ME-2).

Action HS-45e: Mitigation. Ensure that any changes to aircraft operations that would potentially result in increased noise levels in Alameda incorporate comprehensive noise mitigation measures, even when the impacts will be of limited duration. To the greatest extent feasible, any changes in airport activity should avoid impacts to noise sensitive uses such as residential areas and schools.

Action HS-45f: Noise Abatement. To the extent permitted by the 1976 Settlement Agreement, the 2001 Settlement Agreement, the 2002 Settlement Agreement, the 2003 Addendum to the Settlement Agreement and the Written Compliance Plan, advocate for noise abatement and mitigation programs that are based not only on the airport’s noise contour maps, but that consider other factors such as the frequency of overflights, single-event noise levels, the altitude of aircraft, the hours of operation, low frequency noise, and sensitive receptors. Monitor implementation and compliance with the Settlement Agreements of 1976, 2001 and 2002 and the Written Compliance Plan.

Policy HS-46b: Airport Expansion. Advocate for the following operational measures to be incorporated into any plans for the expansion of the Oakland International Airport: Flight path alterations for noise abatement. Continue to enforce flight path alterations for noise abatement for all runways, with remote monitoring sites maintained in locations mutually acceptable to the Port and the City.

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At the minimum, the DEIR should recognize the City of Alameda's policy guidance in the Regulatory Context section. There is currently a single paragraph that summarizes the City's policies as "the City of Alameda supports state and federal guidelines and regulations used to reduce the effects of transportation noise on surrounding communities." DEIR at 3.11-11. However, this is an inaccurate oversimplification of the City's policy guidance, which should be included in the DEIR and compliance with which should be analyzed.

We anticipate that the Port may contend that it is not obligated to consider Alameda's standards because those standards are not binding on projects located outside of its jurisdiction. For purposes of CEQA, however, that argument is irrelevant and misconstrues the proper role of regulatory standards in determining the significance of impacts under CEQA. CEQA is not concerned with jurisdictional boundaries: environmental impacts do not stop at political borders. Accordingly, a project that will violate standards in an adjacent jurisdiction has significant impacts on that jurisdiction regardless of whether those standards are enforceable as a matter of law against the project. Because the Project will increase noise levels that already exceed City standards, the Project will have significant noise impacts on Alameda.

4. The DEIR Omits the Noise Abatement Procedures in Place.

Section 3.11.1.2 (Regulatory Context) fails to identify important aspects of the existing regulatory and legal framework at OAK. The Settlement Agreement (explained in a previous section of this comment letter) contains a variety of NAPs that guide operations at both the North and South Field runways. Operations at the South Field definitely contribute to the noise environment of neighborhoods around the airport. However, operations at the North Field are extremely impactful to Alameda's residential neighborhoods – both at Harbor Bay Isle as well as neighborhoods at the east end of the main island. In particular, the NAPs that influence aircraft departures from the North Field are a critical piece of the regulatory environment at OAK and should be reflected in the description of existing conditions in the DEIR. Without recognition of the NAPs, the public will question whether OAK is committed to continued implementation of these procedures or if there is another plan, approach, or program that the DEIR is relying upon to continue to control unnecessary and excessive noise impacts to the airport's residential neighbors.

The North Field Preferential Runway Use noise abatement procedure program in place states that the following aircraft should not depart from Runways 28R/L, nor land on Runways 10R/L, except during emergencies, whenever Runways 12/30 are closed or by any cause beyond the control of the Airport: (1) Turbo-jet and turbo-fan powered

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aircraft; (2) Turbo-props over 17,000 pounds; (3) Four-engine reciprocating powered aircraft; and (4) Surplus military aircraft over 12,500 pounds. This Preferential Runway Use program is not uniformly successful, as described below, but the DEIR must accurately recognize its role and continued use to mitigate aircraft noise off the North Field.

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5. The DEIR Does Not Accurately Analyze Impacts of Increased North Field Operations.

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The DEIR does not analyze any increases in noise events from the North Field. Because the Project does not include an expansion to General Aviation facilities in the North Field, the DEIR assumes that operations (and by extension, the associated noise events) there will remain unchanged. However, the DEIR forecasts a 44% increase in aircraft departures at PAL 2, and without a proposed parallel Taxiway B to provide an additional route from jets from the North Field to the South Field runway, the likely outcome will be more business jets and others taking off from the North Field, despite the NAPs in place. This will increase the number of overflights impacting the Community of Harbor Bay Isle and neighborhoods on Alameda's east end, which the DEIR did not take into account. The DEIR's noise analysis must be revised to address this issue.

6. The DEIR Incorrectly Concludes that Noise Within the Airport Land Use Plan (ALUP) Area Would Not Be Excessive.

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Section 3.11.3.5 (Impacts Related to Excessive Noise in an Airport Land Use Plan Area) states that “Operation of the Proposed Project would not result in changes to the existing noise contours that would result in any new noise sensitive land uses falling within the noise contours. Noise levels would be similar to existing levels, which are typical for an active public airport. The impact would be less than significant.” DEIR at 3.11-33. As detailed in a previous section, simply because the CNEL contour is not changing with the Proposed Project does not mean that the noise environment is not changing. The DEIR does not contain a single-event noise analysis nor does it arrive at any conclusions regarding nighttime disturbance, so the conclusion that noise within the ALUP Area would not be excessive is unsupported.

7. The DEIR Fails to Identify Feasible Measures to Mitigate Significant Operational Noise Impacts.

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Given that the Project will result in more flights that will result in more single-event noise disturbances, the DEIR must be revised to propose and analyze feasible mitigation measures to reduce this significant impact. If noise-reduction measures are

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insufficient to reduce the Project's impacts to a less-than-significant level, then a revised analysis must identify alternatives that reduce the effects of the Project's noise. In sum, the DEIR provides an insufficient analysis of the noise impacts resulting from the Project's implementation. The revised DEIR must include a comprehensive analysis of these impacts and identify feasible mitigation measures to reduce the impacts to the greatest degree possible.

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8. The DEIR's Construction Noise Impact Analysis Is Unsubstantiated.

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As detailed in the Salter Report, the stated methodology for analyzing construction noise in the DEIR was to (1) identify the construction phases, construction schedule, equipment by phase, quantities of equipment, and durations of equipment during each phase to calculate noise levels; and (2) use industry accepted data sources to determine the noise and vibration levels of each type of equipment. DEIR at 3.11-14. Though this was the stated intent, there is no evidence that these industry practices were performed, as explained below.

The DEIR construction noise analysis results are provided alone with none of the necessary backup information. The DEIR does not list the equipment to be used, the quantities of equipment, the expected noise levels from each equipment source, nor the durations of equipment use. Therefore, the construction noise levels listed in Table 3.11-9 (DEIR at 3.11-21) are unsubstantiated. The DEIR also fails to supply or sufficiently document the “industry accepted data sources” that were specifically used as noise data sources to develop construction noise estimates. No document references are provided. Furthermore, no referenced construction equipment sound data is listed as the basis for the analysis. The analysis results are summarized in a table with almost no detail on how the calculations were performed. Thus, on both methodology claims listed above, the DEIR fails to follow through. The DEIR does not provide adequate information for peer review of the author’s analysis and the expected noise impact. In summary, the DEIR should ‘show its work’ in order to allow for necessary public review.

9. The DEIR's Analysis of Traffic Noise Is Absent.

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Similar to the construction noise analysis, technical background information on the traffic noise analysis (vehicular data or noise model inputs) are provided in the DEIR. Again, the analysis results are summarized in a table with almost no detail on how the calculations were performed. As with construction noise impacts, the DEIR should show its work in order to allow for necessary Lead Agency and general public review of potential traffic noise impacts.

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B. The DEIR’s Analysis of Air Quality and Greenhouse Gas Impacts Is Inadequate.

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The deficiencies of the DEIR’s analysis of environmental impacts are not limited to the noise analysis. As demonstrated above, the DEIR’s use of an improper baseline and skewed forecast infects the DEIR’s analyses and understates the Project’s environmental impacts. These flaws implicate the air quality and greenhouse gas (“GHG”) emissions as well.

In addition, as discussed below, the DEIR presents an incomplete analysis of the project’s air quality impacts because it: fails to provide evidence to support its conclusions regarding project-related emissions; fails to adequately analyze the Project’s consistency with applicable air quality plans; fails to analyze the Project’s environmental justice impacts as required by the Bay Area Air Quality Management District (“BAAQMD”); and fails to identify feasible mitigation measures to minimize acknowledged significant impacts resulting from the project. The DEIR’s analysis of Project-related air quality impacts must be revised to correct deficiencies in order for the public and decision-makers to fully understand the Project’s impacts.

The Tamura Report, attached as Attachment C, provides detailed comments on the shortcomings in the DEIR’s air quality impacts analysis. We incorporate the Tamura Report into these comments. Some of the DEIR’s most troubling errors are described below.

1. The DEIR Substantially Understates the Severity and Extent of the Project’s Air Quality Impacts Because the Document Relies on an Inaccurate Baseline and Aviation Forecast.

34

As discussed throughout this letter, the DEIR’s reliance on an inaccurate baseline, and on an unsupported aviation forecast implicate the analysis of air quality and greenhouse gas emissions. Specifically, these errors result in inflated no-project scenario impacts that serve to minimize Project-related air quality impacts. A revised DEIR should incorporate an accurate baseline and present an updated, accurate forecast to evaluate the Project’s air emissions.

2. The DEIR’s Analysis of Air Quality Impacts Related to Construction and Operation Emissions Is Inadequate.

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The DEIR’s analysis of Project-related air emissions is inadequate for multiple reasons. First, the DEIR presents figures for calculated project-related emissions, but fails

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to provide evidence to support the figures (e.g., model outputs, etc.). Under CEQA, lead agencies must base a decision as to whether a project may have significant environmental effects on substantial evidence. CEQA Guidelines §15064. Moreover, CEQA requires that an EIR support evidence presented with facts. See *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d at 935-36 (EIR must contain facts and analysis, not just bare conclusions; full and meaningful disclosure and openness to public input); *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204. Nor can an EIR's deficiencies be cured by documents not included in the EIR. *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 520-21 ("Friant Ranch").

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Second, as discussed above, the DEIR repeatedly claims that the Project would have no growth effect on the passenger capacity of OAK and that passenger demand would grow independent of the proposed Project. E.g., DEIR at ES-3, 3.3-22, 3.11-15, 3.11-24, 3.12-8, 3.14-30, 4-8. As a result, the DEIR determines that the air pollutant emissions associated with aircraft (takeoff, climb-out and landing) would be essentially the same in 2038 regardless of whether or not the Project is implemented. DEIR at 3.7-20, 3.7-21. However, this assumption is unsupported. Tamura Report at 2, 3. The DEIR asserts that the difference between projected emissions in 2038 and baseline emissions in 2019 is a conservative estimate of the Project's impacts on operational emissions. *Id.*; DEIR at ES-3, 2-6, 2-7, 3.3-22. The DEIR provides no support for this assertion. In fact, the DEIR shows carbon monoxide (CO) and Toxic Air Contaminants (TACs) will decrease. Tamura Report at 2, 3. Given that the Project will facilitate a substantial increase in air traffic volumes and corresponding emissions, the DEIR's assertion that CO and TACs would decrease is unjustified. *Id.*

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Third, the DEIR assesses the Project's air emission impacts only through the year 2038, immediately after the Project's construction would be completed, and before its full impact on the airport's air traffic would be realized. DEIR at 2-7 (Table 2-1). Instead, the DEIR should have evaluated the Project's environmental impacts, including air emissions, beyond the build-out year, when the Project would have its maximum impact.

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Finally, the DEIR discloses that "the Port has considered project design features to be part of the Proposed Project design and not as mitigation measures." DEIR at 3.3-25. The DEIR fails to disclose what the design features entail and makes no attempt to calculate what the Project's emissions would be without the design features. Therefore, the DEIR does not separately quantify the emission reductions that would result from these measures. By assuming that these measures are already incorporated into the Project when conducting its air quality analysis, the DEIR obscures the true extent of the Project's impacts. The DEIR must be revised to classify the design measures as mitigation measures, and must evaluate their effectiveness in reducing air quality

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impacts. The DEIR must evaluate the significance of the Project’s air quality impacts without these mitigation measures, *before* considering the effectiveness of mitigation and the significance of Project impacts after mitigation. *Lotus v. Dept. of Transportation* (2014) 223 Cal.App.4th at 656, 658. Only then can decisionmakers and the public fully understand the Project’s impacts.

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3. The DEIR’s Health Risk Assessment Fails to Disclose Essential Information and Lacks Substantial Evidence to Support Its Conclusions.

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It is widely known that airports are among the largest sources of air pollution in the United States. Two examples of air pollutants from airports are nitrous oxide (“NO_x”) emissions and ultrafine particulate matter (“UFPs”). See Tamura Report at 3, 4, 11, 12; <https://pubmed.ncbi.nlm.nih.gov/29800768/>, attached as Attachment V. These pollutants are known to cause adverse health effects. *Id.* As discussed further below and in the Tamura Report, the DEIR’s Health Risk Assessment fails to include analysis of Project-related health impacts resulting from these emissions. See, Tamura Report at 3, 4, 12.

The DEIR indicates that the Project would generate toxic air contaminants (“TACs”). DEIR at 3.3-29. However, the DEIR fails to explain the implications of the Project’s substantial NO_x emissions on public health. The DEIR discloses that the Project would result in a net increase of NO_x emissions of 558.7 tons per year compared to baseline operations, when the threshold of significance is 10 tons per year, and concludes that the impact would be significant. DEIR at 3.3-28 through 3.3-30. However, as the Tamura Report explains, the DEIR fails to disclose the corresponding ozone increase and health impacts associated with these emissions. Tamura Report at 3, 4.

NO_x reacts with other chemicals in the air to form both particulate matter and ozone. See <https://www.epa.gov/no2-pollution/basic-information-about-no2>, attached as Attachment W. Short-term exposure to NO_x, particulate matter, and ozone can irritate airways, aggravate respiratory diseases, particularly asthma, and lead to respiratory problems. *Id.* Longer exposures to elevated concentrations of NO_x may contribute to the development of asthma and potentially increase susceptibility to respiratory infections, especially in children and the elderly.

While the DEIR concludes that impacts from NO_x and ROG would be significant and unavoidable, the sparse analysis fails to provide sufficient information to enable informed analysis of the health impacts associated with these emissions. An EIR is inadequate as a matter of law where it lacks sufficient detail to enable informed, public participation and where it does not substantively connect a project’s air quality impacts to likely health consequences. *Friant Ranch*, 6 Cal.5th at 510, 516, 519-22. Simply labeling

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an effect “significant” without analysis of air quality impacts is inadequate under CEQA.
Berkeley Jets, 91 Cal.App.4th at 1371.

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Similarly, it is well documented that UFPs have consistently been found to be substantially elevated near airports and that exposure to UFPs leads to adverse health impacts. Tamura Report at 11, 12. As described in the Tamura Report, given that the Project will emit UFPs and that information regarding health effects related to UFP emissions from airplanes is readily available, the DEIR should have analyzed the potential health impacts to area residents.

In sum, a revised EIR should include more detailed analysis of the Project’s TAC emissions, including NOx and UFP emissions, and an analysis of expected health impacts, particularly to adjacent AB 617 communities and elderly populations in the vicinity.

4. The DEIR Fails to Adequately Analyze the Project’s Air Quality Impacts Relating to Obstructing Implementation of Applicable Air Quality Plans.

40

The DEIR provides a superficial analysis of the Project’s potential to obstruct implementation of applicable air quality plans. The DEIR includes an analysis of the Project’s consistency with the Bay Area Air Quality Management District’s 2017 Clean Air Plan. DEIR at 3.3-31 through 3.3-33. However, the DEIR fails to analyze consistency with the area’s corresponding State Implementation Plan (SIP)—which is an applicable air quality plan separate from the 2017 Air Quality Plan. Tamura Report at 4.

The SIP describes how an nonattainment area will attain national ambient air quality standards and is used to implement, maintain, and enforce the National Ambient Air Quality Standards, and to fulfill other requirements of the Clean Air Act. See <https://www.epa.gov/air-quality-implementation-plans/basic-information-about-air-quality-sips>, accessed on September 14, 2023. As explained in the Tamura Report, to demonstrate that projects will not conflict with the SIP, Federal regulations require a formal “General Conformity” determination for projects that exceed certain emissions thresholds. Tamura Report at 4. The regulations require that the General Conformity determination address the year during which the total of direct and indirect emissions from the project is expected to be greatest on an annual basis. The DEIR fails to perform this analysis.

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5. The DEIR Fails to Evaluate the Project’s Impacts Related to Environmental Justice.

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As explained in the Tamura Report, the BAAQMD’s current CEQA Air Quality Guidelines include “Best Practices for Centering Environmental Justice, Health, and Equity.” Tamura Report at 7; <https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-2-environmental-justicefinal-pdf.pdf?la=en>, excerpt attached as Attachment X. The DEIR fails entirely to address the environmental justice issues resulting from the proposed Project’s impacts. *Id.* For example, the DEIR’s health risk assessment fails to take into account background concentrations of pollutants. *Id.* at 2-5 through 2-8. Under CEQA, agencies are required to evaluate the cumulative air quality impacts of a project that contributes to a regional air quality problem that is caused by multiple sources. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720-21. The *Kings County Farm Bureau* court aptly stated, “The relevant question to be addressed in the EIR is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin.” *Id.* at 718. Similarly, the DEIR fails to focus mitigation measures on minimizing impacts to overburdened communities adjacent to the Project area. DEIR at 2-16 through 2-17. Given that the Project is located in East Oakland, an AB 617 community, this analysis and mitigation is even more important. A revised DEIR must include analysis that incorporates this BAAQMD guidance.

6. The DEIR Fails to Identify Feasible Mitigation for Project-related Significant Air Quality Impacts.

42

Under CEQA, “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” Pub. Resources Code § 21002. Here, the DEIR acknowledges that the Project would result in emissions that far exceed established thresholds by BAAQMD. DEIR at 3.3-28. The DEIR concludes that, even with the identified mitigation measures, related impacts would remain significant and unavoidable. *Id.* However, the DEIR makes no attempt to identify and evaluate other feasible measures or alternatives to minimize these impacts.

As discussed in the Tamura Report, a broad array of feasible measures, including but not limited to: requiring the purchase of cleaner alternatives when fleet vehicles or equipment are replaced or added; requiring Tier 4 Final for construction equipment where alternative fuels are not used; installation of low NOx boilers or replacement of boilers

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with solar thermal technologies; and promoting and supporting the use of sustainable aviation fuel, have been implemented by other airport projects in the surrounding region. See Tamura Report at 5, 6. Nor is there evidence that a reduced gate alternative that reduces the number of new gates, and thus the number of new aircraft operations, is infeasible. A revised DEIR must identify and include additional mitigation measures and alternatives to reduce or avoid the Project's significant air quality impacts.

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C. The DEIR Fails to Adequately Analyze and Mitigate Significant Project-Related Greenhouse Gas Emissions.

43

Analysis and mitigation of GHG emissions is particularly important with regard to climate change because existing conditions are such that we have already exceeded the capacity of the atmosphere to absorb additional GHG emissions without risking catastrophic and irreversible consequences. Therefore, even seemingly small additions of GHG emissions into the atmosphere must be considered cumulatively considerable. See *Communities for Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 120 (“the greater the existing environmental problems are, the lower the threshold should be for treating a project’s contribution to cumulative impacts as significant”), disapproved of on other grounds; see also *Center for Biological Diversity v. National Highway Traffic Safety Admin.* (9th Cir. 2007) 508 F.3d 508, 550 (“we cannot afford to ignore even modest contributions to global warming”) (citation omitted; superseded on other grounds).

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Furthermore, CEQA’s central mandate is that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” *Berkeley Jets*, 91 Cal.App.4th at 1354 (quoting Pub. Resources Code § 21002). CEQA requires lead agencies to identify and analyze all feasible mitigation, even if this mitigation will not reduce the impact to a level of insignificance. CEQA Guidelines § 15126.4(a)(l)(A) (discussion of mitigation measure “shall identify mitigation measures for each significant environmental effect identified in the EIR”); see also *Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683, 724 (“The EIR also must describe feasible measures that could minimize significant impacts.”).

Here, as in other topic sections, the DEIR presents an incomplete analysis of the Project’s GHG emissions. As explained throughout this letter, the DEIR fails to support the calculated project-related emissions and its conclusions with technical analysis. Therefore, the documents analysis and conclusions are unsubstantiated. Although the DEIR concludes that the Project’s overall increase in GHG emissions is significant and

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unavoidable, readers and decision-makers have no way to check the DEIR's accuracy about the extent and severity of the Project's impacts. DEIR at 3.7-22.

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Furthermore, as noted above the DEIR's choice of a 2019 baseline is inappropriate and misleading. See *supra*, Section IV. The GHG impact analysis for the Project relies on this defective baseline and is therefore defective. Because the baseline employed by the DEIR is flawed, the conclusions about increases in GHG emissions predicated on that baseline are similarly flawed. To comply with CEQA, a revised DEIR must employ a baseline more representative of current conditions.

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In addition, as discussed further below, the DEIR fails to: estimate OAK's operational emissions beyond 2038; properly evaluate the Project's impacts related to consistency with plans and regulations implemented to reduce GHG emissions; and, fails to identify all feasible measures to minimize Project-related GHG emissions. A revised DEIR must address these deficiencies.

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1. The DEIR's Failure to Estimate or Disclose the Project's Operational Emissions Beyond 2038 Is a Serious Flaw.

47

The DEIR fails to adequately analyze the Project's impact related to climate change because it fails to account for GHG emissions beyond 2038, despite the fact that the Project will have a lifespan well beyond this period. By truncating the analysis at 2038, the DEIR fails to reckon with the growth in aviation activity—and GHG emissions—that will undoubtedly occur as a result of the Project. The need for an objective analysis that extends beyond 2038 is not an academic exercise. The increase in aviation activity that will result from the overall Project beyond 2038 would almost certainly result in an even greater increase in GHG emissions than disclosed in the DEIR. See DEIR at 3.7-20 (Table 3.7-4), 3.7-21 (Table 3.7-5).

Aircraft constitute a huge portion of an airport's emissions. According to a report prepared by the Center for Biological Diversity ("CBD"), aircraft carbon polluting is skyrocketing:

Greenhouse gas emissions from the aviation sector are a substantial contributor to global warming. If the aviation industry were a country, it would place sixth in emissions, between Japan and Germany. Left unchecked global aviation will generate an estimated 43 metric gigatons of carbon dioxide emissions through 2050, constituting almost 5% of the global emissions allowable to keep global warming below 1.5 degrees Celsius. In the United States,

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aircraft are one of the fastest-growing sources of emissions:
 Emissions from domestic aviation alone have increased 17% since 1990, to account for 9% of greenhouse gas emissions from the U.S. transportation sector. Flights departing from airports in the United States and its territories are responsible for almost one-quarter of global passenger transport-related carbon emissions, the majority of which come from domestic flights.

“Airplane Emissions,” Center for Biological Diversity.⁵

By omitting the Project’s future emissions past 2038, the DEIR substantially underestimates the Project’s GHG emissions and thus fails to provide the public with a meaningful assessment of the Project’s impact on climate change.

2. The DEIR Lacks Thresholds of Significance for Evaluating the Project’s Significant Impacts Related to Greenhouse Gases.

Determining whether or not a project may result in a significant adverse environmental effect is a key aspect of CEQA. CEQA Guidelines § 15064(a) (determination of significant effects “plays a critical role in the CEQA process”). CEQA specifically anticipates that agencies will use thresholds of significance as an analytical tool for judging the significance of a Project’s impacts. CEQA Guidelines § 15064.7. Because the requirement to provide mitigation is triggered by the identification of a significant impact, the DEIR’s failure to identify all of the Project’s significant impacts also results in a failure to mitigate these impacts.

The first step in any discussion of an environmental impact is to select a threshold of significance. Here, the DEIR contains no threshold of significance for the Project’s GHG emissions. Thus, although the DEIR concludes, correctly, that the Project would result in significant impacts related to climate change (DEIR at 3.7-21), the document provides no standard by which to judge the impact’s significance. The DEIR attempts to excuse itself from the task of establishing a threshold of significance by pointing out that the CEQA Guidelines and BAAQMD have not established a threshold of significance for GHGs for projects such as an airport. DEIR at 3.7-9. This approach is unlawful. As discussed below, the fact that no threshold exists does not excuse a lead agency from establishing their own. In fact, the CEQA Guidelines specifically anticipates that lead

⁵ Available at https://www.biologicaldiversity.org/programs/climate_law_institute/transportation_and_global_warming/airplane_emissions/, last accessed September 18, 2023).

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agencies will establish an appropriate threshold of significance in cases that warrant it.
 CEQA Guidelines §15064.4(b)(2).

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Here, the DEIR's analysis does not conform to the CEQA Guidelines. The DEIR states that the analysis provided is in accordance with CEQA Guidelines Section 15064.4(b)(1 through 3); excerpted below. DEIR at 3.7-9. The Guidelines section cited in the DEIR states:

A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) *Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)).

CEQA Guidelines §15064.4 Determining The Significance Of Impacts From Greenhouse Gas Emissions (emphasis added). However, the DEIR analysis focuses *only* on items (1) and (3) and altogether foregoes the process of establishing a threshold of significance as prescribed in item (2). *Id.* Although going through the process of establishing a threshold for the project might be time-consuming and challenging, these are not acceptable reasons to forego the work. The California Supreme Court has made clear that there is “no authority that exempts an agency from complying with the law, environmental or otherwise, merely because the agency’s task may be difficult.” *Laurel Heights I*, 47 Cal.3d at 399; *Protect the Historic Amador Waterways*, 116 Cal.App.4th at 1106-12 (CEQA does not allow an analysis to be labeled too “speculative” based on lack of threshold). Instead, the lead agency must “use its best effort to find out and disclose all that it reasonably can.” *Citizens to Preserve the Ojai*, 76 Cal.App.3d 421, 431 (citation omitted).

Furthermore, the absence of a significance threshold in the DEIR leads to a cascade of other failures: without a threshold, the DEIR cannot do its job since no

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meaningful analysis of the Project's actual and foreseeable environmental impacts can be made. The DEIR also cannot formulate feasible mitigation measures or show whether or not the measures will reduce the impact below the threshold of significance for consideration by the public and the decision-makers. Because the DEIR here provides no standard or threshold on which to base its conclusion as to the Project's impacts, the DEIR must be revised to insert that information, and recirculated for public review and comment. Moreover, as discussed in more detail in section V.C.3 below, by simply proclaiming that the Project's emissions would exceed baseline emissions, the Project fails to determine the severity and extent of the Project's inconsistency with statewide, regional, or local plans for the reduction or mitigation of greenhouse gas emissions. CEQA Guidelines §15064.4(b)(3).

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The DEIR claims that it "assesses the significance of the Proposed Project's GHG emissions based on consistency with State, regional, and local GHG reduction plans, and with AB 1279 and its associated implementing 2022 Scoping Plan." DEIR at 3.7-9. However, the DEIR includes no such analysis. Instead the DEIR quantifies the Project's anticipated GHG emissions and concludes that aircraft emissions would be considered "potentially significant." The DEIR also claims that it evaluates the Project's "fair share" of what is needed to achieve the State's long term GHG reduction goals consistent with BAAQMD requirements, but here too, the DEIR includes no such evaluation. DEIR at 3.7-21. The DEIR states only that "the Port would make efforts to include the minimum project design elements identified by BAAQMD." This approach is inadequate under CEQA. At a minimum, OAK must commit to any District-required design features. A vague promise to "make efforts" without a specific commitment to construct specific design features will not suffice. Therefore, the DEIR fails to establish a threshold of significance and fails to demonstrate that the Port will contribute its "fair share" to achieve the State's long term GHG reduction goals.

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In contrast, some agencies have adopted their region's Air District thresholds of significance. For example, in 2021 Sacramento International Airport adopted the Sacramento Metropolitan Air Quality Management District (SMAQMD) thresholds of significance for the EIR for its Master Plan Update. Even though the SMAQMD did not specifically apply to airports, the EIR applied SMAQMD's GHG Thresholds of Significance for land development and construction projects, which is 1,100 metric tons per year during the operational phase. See Final Supplemental Environmental Impact Report for Sacramento International Airport, adopted February, 2022, at 5-10, 5-16, excerpt attached as Attachment Y. Other agencies have adopted the Governor's Executive Orders as thresholds of significance for long-term projects, including Regional Plans. For example, in 2021 the San Diego Association of Governments used them as a

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threshold of significance in the EIR for its 2021 Regional Plan, an update of the 2015 Regional Plan/Sustainable Communities Strategy for the San Diego Region and the 2019 Federal Regional Transportation Plan. Specifically, that EIR asked whether the project would “be inconsistent with the State’s ability to achieve the Executive Order B-30-15 and S-3-05 goals of reducing California’s greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.” See Final Environmental Impact Report for San Diego Forward: The 2021 Regional Plan, adopted on December 10, 2021, at 4.8-20,⁶ excerpt attached as Attachment Z.

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In its Regional Plan EIR, SANDAG evaluated the plan’s impacts by calculating a 40% and 80% reduction from the region’s 1990 emissions and using those figures as a target reference point for the Plan. It then compared the region’s expected GHG emissions in the years 2035 and 2050 to the emissions necessary to meet the Executive Orders’ trajectories. It included charts showing that the RTP/SCS would not come close to meeting the Executive Orders’ goals. It concluded that because the total emissions in the San Diego region of 25.5 MMT CO₂e in 2035 would exceed the regional 2035 GHG reduction reference point of 14.5 MMT CO₂e (which is based on Executive Order-B-30-15 and Executive Order S-3-05), the Plan’s 2035 GHG emissions would be inconsistent with state’s ability to achieve the Executive Orders’ GHG reduction goals and that this inconsistency constituted a significant impact. It reached a similar conclusion for the year 2050 goal. By conducting this detailed analysis, SANDAG demonstrated it is feasible to conduct a meaningful analysis of a project’s consistency with the state’s directives adopted for the purpose of reducing GHG emissions. The OAK DEIR should be revised to conduct an analysis that demonstrates the nature and extent of the Project’s inconsistency with California’s climate change goals.

3. The DEIR Fails to Provide a Legally Defensible Analysis of the Project’s Conflicts with Applicable Plans, Policies, and Regulations Adopted for the Purpose of Reducing the GHG Emissions.

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The DEIR’s analysis of the Project’s consistency with applicable plans, policies and regulations is so minimal as to be completely unhelpful. Under the impact heading “Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs” the DEIR includes only *one paragraph* of discussion. DEIR at 3.7-22. In this paragraph, the DEIR reiterates that the Project would “accommodate market-based demand” and asserts the Project “would not conflict with

⁶ Available at <https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2021-regional-plan/environmental-impact-report/eir-2021-regional-plan-chapters-1-9-2021-12-01.pdf>, last accessed October 2, 2023.

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applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions.” *Id.* The DEIR provides no analysis or base of support for this assertion. 50

In fact, the DEIR is required to evaluate the Project’s consistency with multiple state- and regional level plans, policies and regulations. For instance, the DEIR should have evaluated consistency with Executive Orders S-3-05, B-30-15, B-55-18, and California’s 2022 Scoping Plan for Achieving Carbon Neutrality (“2022 Scoping Plan”).⁷ The DEIR’s obligation to evaluate consistency with these regulations and plans is made difficult by the DEIR’s failure to analyze impacts beyond 2038. For example, Executive Order S-3-05 (“EO S-3-05”) establishes specific emissions reduction goals and guides state climate policy through 2050. The DEIR fails to conduct any evaluation whatsoever of the Project’s consistency with this Executive Order. To provide a meaningful evaluation of the Project’s consistency with EO S-3-05, other Executive Orders and relevant plans, the DEIR must begin its analysis by using an appropriate baseline and estimating the Project’s emissions in 2050.

For the reasons discussed above, the DEIR must be revised to provide a legally defensible analysis of the Project’s consistency with regional and state plans adopted for the purpose of reducing GHG emissions.

4. The DEIR Fails to Identify Feasible Mitigation Measures to Minimize Identified Significant Unavoidable Impacts Related to GHG Emissions.

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Despite the DEIR’s conclusion that the Project’s overall increase in GHG emissions is significant and unavoidable, the DEIR fails to identify feasible mitigation measures to minimize these impacts. DEIR at 3.7-22. Instead, the DEIR describes only the existing measures that OAK has in place for electrical infrastructure in the terminals and cargo areas. *Id.*

As explained in the Tamura Report, the DEIR omits an array of mitigation measures that could reduce the Project’s GHG emissions. Tamura Report at 6. The Port must consider additional measures to reduce overall GHG emissions and measures to

⁷ Executive Order S-3-05 calls for reducing GHG emissions to 80% below 1990 levels by 2050; Executive Order B-30-15 establishes a statewide GHG reduction target of 40% below 1990 levels by 2030; Executive Order B-55-18 establishes a statewide GHG reduction target of carbon neutrality by 2045; and the 2022 Climate Change Scoping Plan sets a statewide strategy to achieve a statewide GHG reduction target of 40% below 1990 levels by 2030.

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reduce the Project's energy consumption. In addition, the Port must consider the following small sampling of feasible measures:

- Requiring that off-road diesel-powered vehicles used for construction be new low-emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the California Air Resources Board.
- Requiring the Project to generate more of its own solar power, especially for hot water production, and on-site renewable energy generation.
- Cool roofs/cool parking.
- Requiring use of a catalyzed diesel particulate filter on both new and existing diesel engines (because black carbon is a component of diesel particulate matter, strategies that reduce particulate matter will also reduce black carbon).
- Minimizing and recycling construction-related waste.
- Using salvaged and recycled-content materials for hard surfaces and non-plant landscaping materials.
- Utilizing the combination of construction materials with the lowest carbon footprint.

All these measures would result in direct reductions in emissions that would otherwise be attributable to the Project. In addition, through a combination of other on-site and off-site measures, the Port could require all aspects of the Project within its influence to be “carbon neutral.” A revised and recirculated EIR should draw on these resources to develop a concrete mitigation plan. Until it does so, this environmental review will remain inadequate.

D. The DEIR Provides an Inadequate Analysis of the Project’s Cumulative Impacts.

CEQA Guidelines Section 15130(b) recognizes that a Lead Agency can utilize either the plan or list approach to identify future projects (or projections) with which the Proposed Project should be assessed to determine if there will be cumulative impacts. This DEIR opted to utilize the list approach, and Figure 5-1 (DEIR at 5-15) identifies the cumulative impacts boundary within which future projects were included on the list, and outside of which future projects were excluded. When utilizing the list approach,

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paragraph (2) of subdivision (b) notes that factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project, and its type. Location is particularly important for environmental resource areas such as biological resources, air quality, and water quality, where resource impacts are spread over a larger habitat area, air basin, or watershed.

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The CEQA Guidelines explain that lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used. In the case of this DEIR, the geographic area was identified in DEIR Figure 5-1, but there was limited explanation as to determination of the boundary. The DEIR simply stated that “the cumulative impact study area was determined by starting with the general study area and expanding to include East Oakland as it has been designated as a priority community under California State Assembly Bill 617 (AB 617).” See DEIR at 5-3. No explanation was offered for what the “general study area” entailed or why that would be an appropriated base from which to start, and no explanation of how a singular boundary area suitably serves all environmental resource areas equally.

For some of the environmental resource areas, this boundary is sufficient. For others, it is not. Of noteworthy concern for this cumulative assessment is impacts to air quality. For this resource, the boundary should be much larger, and the projects included on the list should be broader. For the areas of Oakland and Alameda, these communities are already burdened with air pollution impacts generated by the Port of Oakland, Interstate 880, and OAK. This Project will add pollution where even a small increase could have significant adverse impacts.

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Furthermore, the DEIR failed to include all known projects that would contribute to cumulative impacts in the area. One particular project that should be included in the cumulative impacts assessment for air quality is the recently-approved sand and gravel plant to be built on 18 acres of port land in West Oakland that would store large amounts of sand and gravel in the open air. Recent reporting by the Mercury News stated that a settlement over the air quality impacts of this project is expected in the near future.⁸ Due to the location and expected impacts of this project, it must be included in the list of cumulative projects for the OAK DEIR.

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⁸ <https://www.mercurynews.com/2023/09/19/despite-environmental-concerns-port-of-oakland-to-allow-sand-and-gravel-plant/>.

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E. The DEIR's Alternatives Analysis Fails to Comply with CEQA.

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Every EIR must describe a range of alternatives to the proposed project and its location that would feasibly attain the project's basic objectives while avoiding or substantially lessening the project's significant impacts. Pub. Resources Code § 21100(b)(4); CEQA Guidelines § 15126(f). A proper analysis of alternatives is essential to comply with CEQA's mandate that significant environmental damage be avoided or substantially lessened where feasible. Pub. Resources Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(f); *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 443-45. Additionally, as stated in *Laurel Heights I*, “[w]ithout meaningful analysis of alternatives in the [D]EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process. . . . [Courts will not] countenance a result that would require blind trust by the public, especially in light of CEQA's fundamental goal that the public be fully informed as to the environmental consequences of action by their public officials.” 47 Cal.3d at 404. By contrast, this DEIR fails to adequately identify, evaluate, and clearly present a comparison of the alternatives to the Proposed Project.

1. The DEIR Fails to Analyze a Reasonable Range of Alternatives.

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A “reasonable range” of alternatives should be guided by the purpose of offering substantial environmental advantages over the Proposed Project which may be “feasibly accomplished in a successful manner” considering the economic, environmental, social, and technological factors involved. See *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 564-66.

A fundamental mandate of CEQA is that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” Pub. Resources Code § 21002; see also *id.* § 21081. By examining a range of alternatives, the Lead Agency can demonstrate that it has taken a “hard look” at the project objectives to select alternatives that allow for meaningful comparison. See *Residents Ad Hoc Stadium Committee v. Bd. of Trustees* (1979) 89 Cal.App.3d 274, 287. This DEIR side-steps a thorough analysis of alternatives, as explained in the following sections.

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(a) The DEIR Employs Improper and Misguided Criteria to Screen Alternatives from Further Analysis.

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This DEIR misses the mark in its identification and evaluation of project alternatives and provides very little useful information for the public and decision-makers. Specifically, the DEIR's method of screening alternatives does not comport with CEQA. Chapter 4, Alternatives, identifies the screening factors employed in the DEIR to determine which of the potential alternatives were considered in the analysis:

Factor 1: Meeting Project Objectives

Factor 2: Constructability, Cost, Level of Service, and Airfield Operational Functionality Considerations

Factor 3: Environmental Impacts

CEQA Guidelines §15126.6(c) states: "The range of potential alternatives to the Proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. . . . Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

Based on the CEQA Guidelines, screening against Factors 1 and 3 is reasonable. Factor 2, however, is overly broad and ill-defined. Under CEQA, cost alone shall not be a consideration in removing an alternative from further consideration. See CEQA Guidelines §15126.6(l)(1) (No one of these factors establishes a fixed limit on the scope of reasonable alternatives.) *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; see *Save Our Residential Environment v. City of West Hollywood* (1992) 9 Cal.App.4th 1745, 1753, fn. 1. The DEIR does not describe what the term "level of services" means in this context or what metric/standard/threshold the Project needs to achieve or why achieving the threshold is important.

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(b) The DEIR Did Not Adequately Evaluate Feasible Alternatives

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There are several flaws in the DEIR related to the assessment of potential alternatives that were screened: (1) the Project Objectives are too narrow and ill-defined to allow consideration of reasonable alternatives; (2) the alternatives were poorly developed and did not represent a range of options; (3) some alternatives were prematurely removed from consideration; and (4) an insufficient range of alternatives remained for evaluation in the DEIR. Each of these deficiencies in the evaluation process are explained in more detail below.

The Project Objectives are Overly-Narrow and Ill-Defined. The DEIR includes an overly narrow statement of the Project's objectives. In particular, Objective 2 is vague and subjective and Objective 3 is overly focused on meeting market-based demand.

Objective 2 states that the Project shall "Provide replacement and new terminal facilities that are *sized to efficiently accommodate the market-based passenger demand at industry standard levels of service and designed to improve the passenger experience*" (italics added). The DEIR does not define "industry-standard levels of service" or the means to determine if, and how much, the "passenger experience" is being improved. The DEIR offers no insight into how this objective could be met.

Objective 3 states that the Project shall "Modify and replace existing non-terminal facilities at OAK to accommodate the market-based demand." This objective is overly-focused on building the Project to meet forecasted demand, which has been identified in previous sections of this comment letter and in the Yimga Report as an inaccurate target.

These opaque and overly-narrow statements of the Project's objectives infect the DEIR's alternatives analysis such that the DEIR only meaningfully considers the Proposed Project and No Project Alternatives. Although the DEIR superficially contemplates a handful of alternatives, due to the perceived conflict with the Project's objectives, it is a foregone conclusion that the DEIR only seriously considers the Proposed Project and the No Project Alternative. Thus the DEIR fails to further analyze alternative "build" options, including options to add fewer passenger gates and other facilities, as those options would not expand the airport as much as OAK would like, based on its inflated forecasts and desire to meet ill-defined industry standards. Consideration and rejection of all less ambitious alternatives does not constitute a reasonable analysis of alternatives. OAK must prepare a revised DEIR for the Project that contains more clearly identified Project Objectives and a reasonable range of alternatives, including "reduced build" alternatives.

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The Alternatives Considered Were Poorly Developed. As required under Section 15126(d) of the CEQA Guidelines, an evaluation of the comparative merits of the project alternatives also is required. According to the Association of Environmental Professionals (AEP), “Alternatives typically involve changes to the location, scope, design, extent, intensity, or method of construction or operation of the proposed project.”⁹

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The DEIR fails to present a sufficient level of detail to understand the size and intensity of most of the alternatives. In reading the short, one- to two-sentence summaries of the alternatives in Section 4.3, the reader cannot know what is really being analyzed. For example, the Terminal Development Area A and C Alternatives do not describe the size of the project – number of gates, square footage to be developed, or facilities to be included. The reader is left to guess whether the alternatives would be the same size and scope as the Proposed Project, and whether they would function in the same way.

The Environmental Avoidance Alternatives (Retaining Terminal 1 Ticketing and Baggage Claim as well as Use of Hardstands With No New Terminal) are even less clear about the details of the alternatives being examined. For the alternative that includes retaining the curbside portion of Terminal 1, there are no other details about the number of gates, square footage to be developed, or facilities to be included. There is only a description of why this alternative should not be considered further.

For the “Use of Hardstands With No New Terminal” alternative, the DEIR states that no additional gates would be constructed, but it is not clear what other modernization and enhancements to the existing terminal would/could take place to improve airport and passenger congestion. The DEIR fails to indicate whether additional square footage would/could be developed under this alternative.

The DEIR states that during the review of each alternative, “[a]n important consideration is the ability of the Airport to accommodate existing and future passengers and aircraft operations in keeping with industry standards.” See DEIR at 4-2. The DEIR does not elaborate on what specific industry standards need to be met and what standards apply for determining the number of gates needed to accommodate the expected passenger volume. DEIR at 2-11 (Table 2-2). The gap analysis references the following sources used to determine the need for the various facility expansions planned:

⁹ AEP CEQA Portal: <https://ceqaportal.org/tp/Alternatives.pdf>.

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International Air Transport Association (IATA), *Airport Development Reference Manual*, 11th edition, March 2019;

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Transportation Research Board (TRB), *Airport Passenger Terminal Planning and Design*, Volume 1: Guidebook, 2010;

U.S. Customs and Border Patrol, *Airport Technical Design Standards: Passenger Processing Facilities*, 2006;

BNP Associates, *Planning Guidelines and Design Standards for Checked Baggage Inspection Systems*, 2017;

Transportation Security Administration (TSA), *Recommended Security Guidelines for Airport Planning, Design, and Construction*, 2011; and

TSA, *Checkpoint Design Guide*, Revision 4.0, 2012.

The IATA Airport Development Reference Manual (ADRM)¹⁰ specifically notes that “[t]he ADRM does not provide a definitive guide on how to design an airport terminal and it is not intended to be used in that context.” See ADRM at 255. How, then, is the Airport deriving the conclusion that 45 gates would be needed to serve the (unlikely) PAL 2 level passenger volume? Setting aside for a moment the fact that OAK is unlikely to see passenger volumes approaching the PAL 2 level, the DEIR should explain why 45 gates are needed to serve this passenger volume and why this is a threshold that eliminates potential alternatives from consideration.

The IATA ADRM provides sound framework and guideposts for evaluating project alternatives. IATA guidance on airport planning¹¹ suggests that airport development should strive to be:

- Affordable: Development that is within means to construct and maintain.
- Demand driven: Sized to realistic forecasts and correctly timed and predictable to meet needs.

¹⁰ IATA ADRM is a DEIR reference document and is therefore already in the Administrative Record for the OAK DEIR.

¹¹ IATA guidance: [https://www.icao.int/SAM/Documents/2018-ADPLAN/3.6%20IATA_ADRM_\(MarkRodrigues\).pdf](https://www.icao.int/SAM/Documents/2018-ADPLAN/3.6%20IATA_ADRM_(MarkRodrigues).pdf)

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- Fit for purpose: Suitably scoped to deliver user requirements.
- Flexible: Adaptable to future needs and technological change and follows a modular approach.
- Efficient to operate: Enables a resilient and efficient airline operation and provides an optimum level of service.
- Linked to a Master Plan: The product of rigorous analysis and linked to a larger plan that allows incremental expansion.

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Keeping this guidance in mind, the range of alternatives identified for the DEIR must be broader and should include alternatives that more closely meet the framework provided by the IATA. In particular, identifying alternatives that allow the airport to accommodate more gates when passenger demand is strong and also fewer gates when passenger demand softens is both a cost- and resource-efficient approach.

The Comparison of Alternatives Is Weak and Unsubstantiated. Under CEQA, alternatives need to be described in enough detail to allow a comparative analysis of the alternatives against the proposed project. See *Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979), 89 Cal.App.3d at 274. That is, there must be sufficient detail for the Lead Agency to differentiate the impacts between the alternatives and to identify the Environmentally Superior Alternative. See *Laurel Heights Improvement Association v. Regents of the University of California* (1988), 47 Cal.3d at 376).

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This Alternatives Analysis started by identifying seven alternatives. Two alternatives did not appear to be materially different in their size and scope from the Proposed Project, but simply looked at moving the new terminal development area to a different area on the 2,600 acre OAK site. Two off-airport alternatives involved closing OAK and relocating airport operations elsewhere. One alternative considered retaining Terminal 1 Ticketing and Baggage Claim Building (M101). One alternative considered using Hardstands with No New Terminal. The final alternative is the No Project Alternative.

All of the alternatives were developed based on the same fallacy that the market-based demand would occur at the Airport with or without construction of the Proposed Project. By relying on this faulty premise, the DEIR repeatedly concludes the same for all alternatives in two of the environmental impact categories – that “there is no potential avoidance alternative for air quality and greenhouse gas (GHG) operational emissions as the emissions are result of aircraft activity.” See DEIR at 4-8. The alternatives may be

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less significant in other areas of environmental impacts, but the summary provided in DEIR Table 4-1 at 4-6 and Section 4.4 (Alternatives Considered but Screened From Further Review) does not provide enough information to make such determinations.

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The weak alternatives comparison provided does not meet the requirements of CEQA. The alternatives analysis should have identified suitable options to the Proposed Project and then assessed whether the alternatives have environmental impacts that are greater than, equal to, or lesser than the proposed project in the different impact categories. This is an important distinction that the DEIR does not provide. This method of comparison is universally employed in DEIRs to present the Lead Agency with a clear picture of the Project as compared to alternatives. This DEIR not only fails to provide meaningful comparisons, but it also offers no evidence on *how* conclusions regarding environmental impacts were reached for each alternative. Table 4-1 simply provides a “YES” or “NO” statement without background or analysis to support the conclusion. This insufficient information is then used to prematurely remove alternatives from further consideration.

An Insufficient Range of Alternatives Remained for Evaluation in the DEIR. Once the seven alternatives were assessed against the screening factors and determined to not meet the criteria, only the Proposed Project (inaccurately portrayed in Table 4-1 as one of the alternatives) and the No Project Alternative were evaluated further in the Alternatives Chapter of the DEIR. At this point, the preparers of the DEIR should have stopped and identified additional alternatives for review and consideration so that the DEIR would have a full and complete analysis. By failing to do so, the DEIR fails to serve its purpose as an informational document for the Lead Agency and the public. This is particularly unexpected given that the Port has been down this road before. In February 1999, Alameda County Superior Court held that the 1997 EIR prepared for the OAK Airport Development Program was deficient under CEQA by failing to analyze a reasonable range of alternatives. Case No. 793-056-0. In order to correct this deficiency, and others identified by the Court, the Port prepared a supplement to the EIR (1999 SEIR). This DEIR, too, is deficient for the same reason. A revised DEIR must provide a more robust alternatives analysis.

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2. The DEIR Fails to Evaluate a Feasible Alternative that Would Reduce the Project’s Significant Impacts.

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In the discussion of the No Project Alternative, the DEIR states that “[w]ithout any development of a new terminal, the existing terminals, gates, and aprons could accommodate the market-based demand but not at the industry-standard levels of service.” See DEIR at 4-11. There are innumerable places in the DEIR which state that

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the passenger demand is market-based and will come to OAK regardless. If that is true, and if the airport as currently designed can handle the passenger demand without the need to add terminals, gates, or aprons, then a viable alternative would be to enhance and make operational improvements to existing facilities to serve existing and future customers more effectively without expanding the number of gates. Yet, this DEIR offers no such examination and instead reaches the ultimate conclusion that the Proposed Project is the Environmentally Superior Alternative – a conclusion which is the result of several CEQA missteps, as explained in the following sections.

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To comply with CEQA, and to provide decision-makers with the information they need, the DEIR should have considered a range of alternatives that would reduce or avoid the Project's impacts, and it should have selected from among these alternatives the environmentally superior project. Without this analysis, the public and decision-makers cannot make a fully-informed decision about whether or not the Proposed Project is worth its environmental consequences. If there are feasible alternatives that could provide some benefits while limiting the costs, the public and the Port Commissioners deserve to know—and CEQA requires that the EIR inform them.

The EIR fails to meet this obligation in several ways. First, it dismisses all but one alternative (No Project) from evaluation without sufficient justification. Second, in concluding that only the Project and the No Project Alternative merited evaluation in the DEIR, the document fails to adequately identify an alternative (other than No Project) that could lessen the Project's significant environmental impacts. Third, it fails to identify additional alternatives for evaluation when the other alternatives were screened out.

CLASS agrees that modernization to existing facilities and improvements to the passenger experience should be made at OAK. Modernized and improved terminal facilities designed to meet accurate and reasonable passenger demand forecasts and reliable aircraft operations forecasts is desirable. However, as discussed in previous sections, the passenger volumes estimated in this DEIR are not reasonable assumptions and designing OAK to accommodate these inflated numbers is not only a waste of private and public funds, it is also environmentally irresponsible.

The DEIR states that “[t]hose alternatives that would accommodate market-based passenger demand at industry standard levels of service are considered to be more viable than those that would reduce existing or levels of service at the Airport.” See DEIR at 4-2. As identified earlier in this letter, the DEIR makes no attempt to explain what “industry standard levels of service” are aiming to be met. If the DEIR contained accurate passenger-demand forecasts, it is likely that a lesser number of gates could be provided to successfully serve the future passenger population with a reasonable level of service. To

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meet the CEQA requirement that an alternatives analysis include projects that reduce significant environmental impacts, the DEIR should evaluate other feasible alternatives. This could include the following:

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(1) A smaller terminal expansion project with fewer gates, which could reduce construction noise impacts by having a shorter construction window and lesser number of new buildings constructed;

(2) A project that focuses on retrofitting existing gates for greater flexibility in lieu of the construction of new gates, which could have the same noise reduction benefits as above. This would be in alignment with the findings of the Yimga Report, which determined that the current gate utilization could be better optimized for more efficient use;

(3) A scaled-back alternative that includes reuse of historic Terminal 1. Demolition of Terminal 1 involves significant impacts to historic resources that are not mitigated to less-than-significant levels by measures proposed in DEIR. Therefore, an alternative that examines the retention of the historic feature must be evaluated. This idea was summarily dismissed before it could be evaluated properly against reasonable metrics, which is a failure of this DEIR; and

(4) An alternative that includes the construction of a parallel Taxiway B to reduce airfield congestion, which could in turn reduce air quality impacts, greenhouse gas emissions, and noise impacts from jets taking off from the North Field. The attributes and benefits of a parallel Taxiway B are detailed in the OAK Airport Master Plan, and the explanation of why this would reduce North Field overflights and noise impacts is described in this comment letter above.

A smaller terminal expansion with fewer new gates (with or without gate retrofits) could meet the Project Objectives – none of which specify that a certain number of terminal gates need to be constructed. The parallel Taxiway B alternative is in conformance with the OAK Airport Master Plan, so by default should also be in conformance with any objectives for the Project.

A terminal retrofit alternative would design existing aircraft gates/stands to accommodate an optimal number of parked aircraft combinations. The IATA Airport Development Reference Manual notes that “[a]ircraft stands can be dedicated to a particular aircraft type, however, in doing so, a degree of operational flexibility is lost. Alternatively, certain modes of operation can allow stands to be configured to permit the mixing of wide-body and narrow-body aircraft on a single Multiple Aircraft Ramp

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System (MARS) layout.” See ADRM at 186. The ADRM goes on to describe in greater detail how designing flexibility into stand configurations can help absorb fluctuations in stand demand as well as be a more efficient and flexible use of apron and terminal infrastructure. Application of a MARS stand configuration can also “increase airport resilience with respect to uncertainties tied to airport growth.” See ADRM at 187. This alternative could be combined with other airport facility improvements to meet Project Objectives while minimizing the need for an additional terminal.

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CEQA Guidelines §15021 prohibits a Lead Agency from approving a project when feasible alternatives or mitigation measures exist that would lessen significant environmental effects. Here, a full and proper evaluation of additional alternatives is warranted and required for the reasons above. Furthermore, because the DEIR discloses that demolition of Terminal 1 will cause a significant and unavoidable impact to historical resources (DEIR at 3.5-12, -13), under CEQA the DEIR must identify a feasible alternative to demolition. Yet, the DEIR rejects out of hand the only alternative to demolishing Terminal 1, claiming that it is infeasible because “a retrofit and expansion cannot be accomplished in a manner that would both support operations and maintain [the terminal’s] attributes as a historic resource.” DEIR at 4-8. The DEIR lacks substantial evidence to support its claim that retrofitting Terminal 1 would be incompatible with the Project’s objectives. See, e.g., *Uphold Our Heritage v Town of Woodside* (2007) 147 Cal.App.4th 587, 601 (findings of economic infeasibility of alternatives to demolition were not supported by data comparing the cost of building new home with cost of rehabilitating existing historic home on site). Instead, the DEIR should include an analysis of a *feasible* smaller project that does not include the proposed demolition of Terminal 1, with or without specific ramp modifications, and an analysis of an alternative that includes a parallel Taxiway B. To continue with the limited number of alternatives evaluated and the limited amount of information regarding each does a grave disservice to both the Port of Commissioners as future decision-makers and to the community at large. It is also contrary to established case law and CEQA guidance.

3. The DEIR Fails to Properly Identify an Environmentally Superior Alternative.

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The DEIR’s approach to this alternatives analysis shows a fundamental lack of understanding of the concept of the “environmentally superior alternative.” It is immediately evident that the DEIR did not analyze a reasonable range of alternatives by virtue of the fact that DEIR has identified the Project as the Environmentally Superior Alternative (behind the No Project Alternative). See DEIR at 4-14. The Proposed Project is not an alternative – it is what the alternatives *are being compared to* in order to assess if they have fewer, the same, or greater environmental impacts. The DEIR’s selection of

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the proposed Project as the environmentally superior alternative highlights a flaw in its handling of alternatives. If, as the DEIR implies, the Project is environmentally superior because the alternatives cannot improve on its environmental performance, then the range of alternatives was clearly too narrow—it needed to include alternatives that would reduce or avoid some or all of its impacts. Clearly, the DEIR must look outside its extremely limited vision of the Project to evaluate the feasible alternatives to reduce the Project's impacts.

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Courts have overturned many EIRs due to an improper or incomplete analysis of alternatives. See *Cleveland National Forest Foundation v. San Diego Assn. of Govs.* (2017) 17 Cal.App.5th 413; *North Coast Rivers Alliance v. Kawamura* (2015) 243 Cal.App.4th 647; *Habitat and Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277; *Watsonville Pilots Assn. v. City of Watsonville* (2010) 183 Cal.App.4th 1059. This DEIR offers a glaring example of an improper and incomplete analysis of alternatives. A revised DEIR should remedy this deficiency by: (1) overhauling the alternatives screening criteria; (2) re-assessing the suitability of alternatives based on updated criteria and their ability to reduce the severity of environmental impacts; (3) offering a clear and informative comparison of the alternatives and their ability to reduce potentially significant environmental impacts; (4) identifying a real Environmentally Superior Alternative from the alternatives studied, and (5) recirculating the DEIR as required by CEQA.

VI. The DEIR Must Be Revised and Recirculated.

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Under California law, the present DEIR cannot properly form the basis of a final EIR. CEQA and the CEQA Guidelines describe the circumstances that require recirculation of a DEIR. Such circumstances include: (1) the addition of significant new information to the EIR after public notice is given of the availability of the DEIR but before certification, or (2) the DEIR is so “fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” CEQA Guidelines § 15088.5.

Here, both circumstances apply. Decision-makers and the public cannot possibly assess the Project's impacts, or even its feasibility, through the present DEIR, which is riddled with errors and omissions. As this letter explains, the DEIR clearly requires extensive new information and analysis. This analysis will likely result in the identification of new, substantial environmental impacts or substantial increases in the severity of significant environmental impacts. Moreover, the flaws that permeate the entire document, particularly the DEIR's unsupported claim that passenger volumes will increase with or without the project, constitute precisely the sort of pervasive flaws in the

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document that independently require recirculation under Guidelines section 15088.5(a)(4). See *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043, 1052-53. Consequently, OAK must revise and recirculate the EIR for public review and comment.

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VII. Conclusion.

Due to the foregoing and numerous adverse environmental impacts not fully disclosed and properly analyzed in the DEIR, CLASS opposes the Project as proposed. Implementing the Project as proposed would exacerbate the already significant adverse impacts suffered by Alameda residents. As aircraft depart OAK using established flight patterns, they disturb residents in the otherwise quiet community of Alameda, particularly within the community of Harbor Bay Isle. This is particularly true when flights depart at night. For these reasons, additional alternatives and mitigation measures are essential to avoid additional adverse impacts to Harbor Bay Isle's residents. However, the DEIR offers no noise relief and is seriously flawed for the reasons described in this letter. CLASS respectfully urges the Port to delay further consideration of this Project until the Port recirculates a revised draft EIR that fully complies with CEQA and the CEQA Guidelines.

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On behalf of CLASS, thank you for the opportunity to comment on the DEIR.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Osa L. Wolff

Joseph D. Petta
 Kristi Bascom, AICP
 Carmen Borg, AICP

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Attachments:

- Attachment A: Yimga Report, September 26, 2023
Professor Jules Yimga, Ph.D.
Embry-Riddle Aeronautical University
- Attachment B: Salter Report, October 16, 2023
Jeremy Decker, PE
Salter Inc.
- Attachment C: Tamura Report, October 16, 2023
Todd Tamura, QEP
Tamura Environmental
- Attachment D: OAK Master Plan, excerpts.
- Attachment E: FAA AC150/5070-6B, excerpt.
- Attachment F: OAK Monthly Activity Reports CY2023.
- Attachment G: San Jose Mineta International Airport. Monthly Activity Report for
7/1/2023 to 7/31/2023.
- Attachment H: Baron, Ethan. Will business travel to the Bay Area bounce back to
pre-COVID levels? Maybe not. The Mercury News. September 5,
2023. <https://www.mercurynews.com/author/ethan-baron/>

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- Attachment I: Email from Bryant Francis, former OAK Aviation Director to Randy Gillespie, Southwest Airlines representative, April 16 2020.
- Attachment J: Notes from Meetings of OAK staff with the FAA ADO Group (Regional Airports Division and District Offices), February 2022.
- Attachment K: Notes from Meetings of OAK staff with the FAA ADO Group (Regional Airports Division and District Offices), April 2022.
- Attachment L: FAA Forecast Process 2022 Terminal Area Forecast, Jan 2023.
- Attachment M: Humphries, C., Young, S., and Davey, J. Airline Capacity Constrained until 2025.... Thomson Reuters. August 19, 2023.
<https://www.reuters.com/business/aerospace-defense/global-airline-capacity-constrained-until-2025-says-iatas-walsh-2023-04-19/#:~:text=Global%20airline%20capacity%20will%20be%20lower%20than%20expected,an%20a%20lack%20of%20availability%20of%20spare%20parts> .
- Attachment N: Email from Randy Gillespie, Southwest Airlines representative, to Bryant Francis, former OAK Aviation Director, dated October 23, 2019.
- Attachment O: Bob Hope Airport – Replacement Terminal Project Draft EIR, 2016 Appendix K – Noise Technical Report at Table K-3, Figures K-5 through K-12.
- Attachment P: Noise Assessment for the Norman Y. Mineta San Jose International Airport Master Plan EIR, 2019, at Tables 12-14.
- Attachment Q: OAK Quarterly Aircraft Noise Report, Second Quarter 2023.
- Attachment R: World Health Organization. “Burden of Disease from Environmental Noise.” 2011.
- Attachment S: W. Passchier-Vermeer and W.F. Passchier (2000), Noise Exposure and Public Health. *Environmental Health Perspectives*, Vol 108, Supplement 1, March 2000.
- Attachment T: Lisa Goines, RN, and Louis Hagler, MD (2007). Noise Pollution: A Modern Plague. *Southern Medical Journal*, Volume 100, Number 3,

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March 2007.

Attachment U: Baumgaertner, Emily. “Are You Exposed to Too Much Noise? Here’s How to Check.” The New York Times. June 9, 2023.
<https://www.nytimes.com/2023/06/09/health/noise-sound-exposure.html>

Attachment V: Habre, R. et al. “Short-term effects of airport-associated ultrafine particle exposure on lung function and inflammation in adults with asthma.” National Library of Medicine. May 26, 2018.
<https://pubmed.ncbi.nlm.nih.gov/29800768/>

Attachment W: Basic Information About Nitrous Dioxide (NO₂), US Environmental Protection Agency at <https://www.epa.gov/no2-pollution/basic-information-about-no2>.

Attachment X: “Best Practices for Centering Environmental Justice, Health, and Equity,” excerpt, Bay Area Air Quality Management District.
<https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-2-environmental-justicefinal-pdf.pdf?la=en>

Attachment Y: Final Supplemental Environmental Impact Report for Sacramento International Airport, adopted February, 2022, excerpt.

Attachment Z: San Diego Association of Governments. Final Environmental Impact Report for San Diego Forward: The 2021 Regional Plan, adopted on December 10, 2021, excerpt.

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ATTACHMENT A

MEMORANDUM

TO: Citizens League for Airport Safety and Serenity (CLASS)

FROM: Jules Yimga, Associate Professor of Economics

SUBJECT: Phase II(A) and (B): Review OAK Terminal Project DEIR / Gate Analysis

DATE: September 26, 2023

I. Overview

An examination of the Draft Environmental Impact Report (DEIR) was undertaken, zeroing in on prospective trends pertaining to aviation activity, passenger volume, and the dynamics of aircraft operations. The DEIR, published by the Port of Oakland, articulates the roadmap for the Terminal Modernization and Development Project envisaged for the Oakland International Airport (OAK). The blueprint of the proposed project encompasses a comprehensive modernization of Terminals 1 and 2 and envisages the construction of a new terminal, alongside a host of other undertakings aimed at elevating the operational efficacy and user experience at OAK.

Complementing this review was a meticulous gate analysis executed over the span of May 17, 2021, to June 15, 2023. This endeavor focused on scrutinizing the utilization patterns of the 29 gates dispersed across OAK's two existing terminals. The analysis was guided by a twofold objective: to derive substantial understanding of the prevalent gate usage trends and efficiency, and to assess whether the existing infrastructure is being leveraged optimally.

Section II examines the DEIR's forecast while section III discusses the results from the gate analysis.

Executive Summary

1. *Inappropriate Baseline Selection:* OAK's choice to use 2019 as a baseline for projections fails to consider the significant impacts of the post-pandemic era. Using a pre-pandemic year with higher activity inherently raises concerns about overinflated future passenger forecasts. OAK employs an unorthodox approach as remedy by postponing its forecasts by three years, suggesting an expectation that the aviation industry will rebound to pre-pandemic levels and flourish as if the pandemic never occurred.
2. *Inappropriate Assumptions on Existing Gate Use:* The DEIR's assumptions do not align with actual gate usage patterns. Current data suggests that gate utilization rate at OAK is

well below capacity. This underutilization challenges the necessity of substantially increasing the number of gates, as recent trends do not provide a compelling justification.

3. *Inappropriate Assumptions about Future Aviation Demand at OAK:* Inappropriate assumptions about future aviation demand inflates the no-project alternative by providing an inaccurate representation of what would occur if no project was implemented. Since the forecasted demand is overestimated, OAK is suggesting a much greater need for new infrastructure than might actually be the case. This skews the comparison between the "no project" scenario and the proposed project, making the project appear more necessary or beneficial than it might be in reality. The inflated no-project alternative misleads stakeholders into thinking that a new project is the only viable solution to address anticipated demand, even when the current infrastructure may be adequate. This could lead to unnecessary investments and potential resource wastage.
4. *Discrepancies in OAK's Passenger versus Aircraft Operations Forecasts:* OAK overstates the project's necessity with exaggerated passenger projections and concurrently downplays the anticipated number of aircraft operations. Consequently, the DEIR underestimates the potential impacts related to aircraft operations.

II. Inaccuracy in the DEIR's Aviation Forecast

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- **Incomplete and Erroneous Modeling**

In the DEIR's Appendix C, the passenger traffic forecasting relies heavily on a regression model delineated on page 60, which fundamentally uses GDP (gross domestic product) and airfare as the primary explanatory variables, supplemented by dummy variables to account for the repercussions of the 9/11 attacks. However, this model glaringly omits pivotal factors typically utilized in such forecasts, encompassing aspects like demographic data, population metrics, income variables, seasonal influences, airline competition nuances, and labor-related metrics, which generally fall under categories such as socio-economic elements and airline operational determinants, among others.¹

Such an exclusion engenders a conspicuous risk of omitted variable bias, a statistical anomaly occurring when a pertinent explanatory element is not incorporated into a regression analysis. This phenomenon requires the fulfillment of two conditions: the disregarded variable should be intrinsically linked to the dependent variable (here, passenger traffic), and it must exhibit a correlation with one or more variables already present in the model. Given that variables like population, which are known to correlate positively with GDP, are missing, the current model stands vulnerable to this bias.

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¹ Wang, S., & Gao, Y. (2021). A literature review and citation analyses of air travel demand studies published between 2010 and 2020. *Journal of Air Transport Management*, 97, 102135.

potentially skewing the coefficient estimate (effect) of GDP based on the correlation and impact of the omitted variable on the dependent variable (passenger traffic). 66

Furthermore, this bias may potentially explain the excessively optimistic projections articulated by OAK, especially if the neglected variable exhibits a positive correlation with GDP and positively influences passenger enplanement.

The cargo predictions share a similar flaw, relying unilaterally on GDP in a univariate linear socio-econometric model to anticipate domestic freighter cargo trends, a methodology grounded on data from 2009 to 2017 as noted on page 65 of Appendix C. Moreover, the business aviation aircraft operations forecasting is narrowly hinged on population share, as laid out on page 71 of the same appendix.

The methodology harbors inconsistent approaches, including the absence of modeling for notable recent disruptions such as the Great Recession (2007-08), 737 MAX groundings, and the COVID-19 pandemic. While the regression model does accommodate variables to represent the impact of the 9/11 attacks, it fails to elucidate the rationale behind overlooking other significant trend-altering events in the estimation, resulting in a potential understatement of their repercussions on the forecasts presented. This omission marks a critical lapse, necessitating a thorough review and potential recalibration to account for relevant influencing factors for a more accurate and reliable forecast.

- **Problematic Baseline Used for Forecasts**

The DEIR adopts 2019 as its foundational year for predictions, a choice that seemingly disregards the subsequent global pandemic's repercussions. This approach, rooted in a period of higher activity than the present, triggers two pressing concerns: firstly, the elevated baseline year potentially inflates future forecasts; secondly, the compounded growth rates inadvertently exaggerate predictions even further. 67

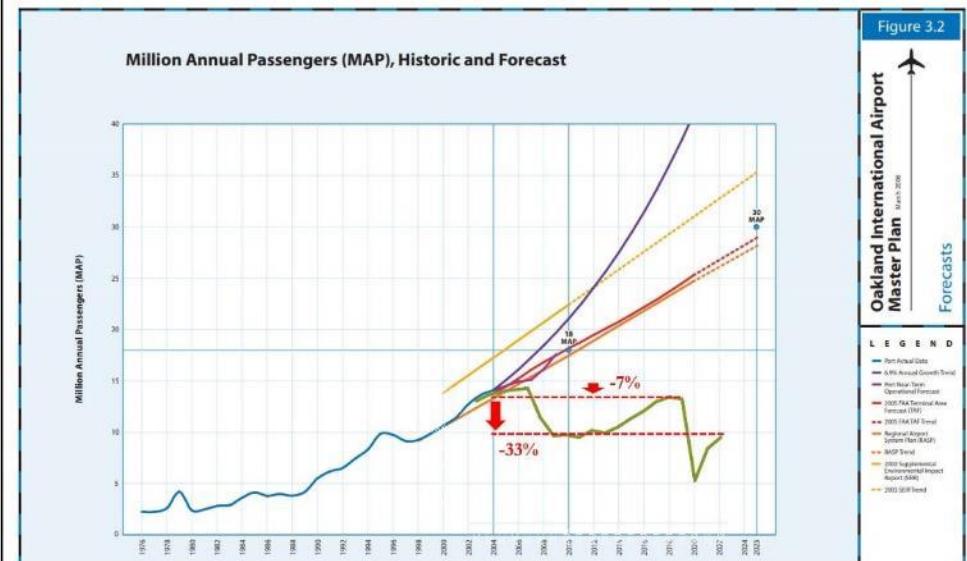
By overlooking the monumental impacts of the COVID-19 pandemic, OAK resorts to an unconventional adjustment: simply delaying its forecasts by three years. This decision implies an optimistic belief that within this period, the aviation sector will not just return to its pre-pandemic heights, but thrive as though the pandemic never transpired. At the time of this analysis, there are emerging reports of a resurgence in COVID-19 infections and hospitalizations in several regions.²

Historically, OAK's forecasting track record leaves room for skepticism. As evident in the provided figure 3.2, their past passenger demand predictions have often skewed towards the ambitious side, failing to materialize as expected. The 2006 Master Plan for OAK projected passenger figures that today's numbers starkly underrun. This misalignment is problematic, especially when considering the construction of a new terminal, a decision initially based on projections that haven't materialized. Persistently

² <https://www.nytimes.com/interactive/2023/us/covid-cases.html>

lagging passenger numbers cast doubt over the feasibility of a new terminal. The 2006 Master Plan's Figure 3.2, extracted from Chapter 3, pages 27 and 34, charts the anticipated passenger flow at OAK between 2005 and 2025. This forecast envisaged a steady surge, peaking at around 30 million passengers annually by 2025. Contrastingly, the reality presents a more sobering picture with roughly 13.4 million passengers in 2019 and a mere 9 million in 2022—a figure trailing 33% behind 2004's numbers. I have overlaid actual data (spanning 2003-2022) on this figure, delineated by an olive-green line, sourced from the US Department of Transportation's Bureau of Transportation Statistics. This juxtaposition serves as a tangible reminder that OAK's existing infrastructure already surpasses the current demand. In light of this disparity, it seems prudent to concentrate on optimizing existing facilities.

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• Significant deviations from FAA TAF

The divergence between OAK's forecast and Federal Aviation Administration's Terminal Area Forecast (FAA TAF) concerning anticipated passenger enplanements is detailed in the DEIR's Appendix C (page 94). According to the data presented, OAK consistently projects higher numbers of passenger enplanements compared to the TAF forecast for the years 2026, 2031, and 2036. Notably, this discrepancy amplifies with each forecast horizon, reaching a pinnacle in 2036 where OAK's projection exceeds the TAF forecast by 22.5%.

To substantiate this upward trajectory in the forecast, OAK hypothesizes a steady growth in its share of Bay Area traffic, aiming to recuperate the market share diverted to other Bay Area airports and reverting to the peak levels observed in 2007. However, an

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evaluation grounded in the historical data depicted in Figure 2-7 (Appendix C) challenges the validity of this premise.

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In normal operating conditions, discounting the anomalies of the 2007-08 recession and the 2020 pandemic, OAK's share of the total Bay Area passenger traffic oscillates between 15 and 17%. The 2007 record of a 24% share, established during a recession, and at a juncture when the overall traffic was considerably reduced, may not serve as a reliable benchmark for future predictions, given the swift decrease witnessed post-recession as San Francisco International Airport (SFO) recuperated.

Therefore, utilizing the heightened shares during downturns as a foundation for projecting future growth can be perceived as misleading. As the industry navigates towards a restoration of pre-pandemic traffic levels, it is plausible that OAK's share of the total Bay Area passenger traffic might experience a decline, thus putting the optimistic passenger forecasts by OAK under a lens of skepticism.

- **Failing to Consider Growth-Constraining Variables**

The projections featured in the DEIR rely on unconstrained forecasts, a detail documented on page 58 of Appendix C. Yet, forecasting future traffic trends for individual airports should inherently consider existing constraints, a perspective supported by the FAA, which maintains that the incorporation of historical constraints is essential in forecasting, as acknowledged in historical data analyses (Refer to page 2 of the specified FAA document for more details

<https://www.faa.gov/sites/faa.gov/files/Forecast%20Process%20for%202022%20TAF.pdf>

During the period from 2009 to 2021, the San Francisco-Oakland-Berkeley MSA experienced an average population growth rate of a modest 1.1%. Forecasts over the forecasting horizon anticipate a further reduced growth rate, averaging at 0.6%. Given these subdued growth rates, the optimistic passenger traffic predictions presented in the DEIR appear overly ambitious and potentially misaligned with the demographic trends.

Additionally, a close inspection of OAK's capacity through an analysis of the load factor—portrayed in Figure 1—underpins the existing overcapacity issue. The historical data delineated in the figure predominantly showcases a load factor lingering below the 80% marker, with the mean standing at roughly 76.5%. This indicates a persistently substantial proportion of unoccupied seats, nearing a quarter of the total capacity. Given this persistent trend, the DEIR's buoyant projections for a marked increase in load factors in the forthcoming period stand on shaky ground, opening up a space for critical reassessment to avoid overestimation in the projections.

- **Activity levels at OAK heavily depend on Southwest Airlines**

In Section III below, a gate analysis is carried out. Among other findings, it was documented that Southwest Airlines was responsible for a substantial majority of flight activities between May 17, 2021, and June 15, 2023. Specifically, Southwest operated 95% of all arrivals and 90% of all departures in that time span.

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Though having a dominant carrier can ensure a steady flow of traffic and consistent revenue streams for the airport, such dominance can reduce competition, potentially leading to higher fares and fewer choices for travelers. OAK's significant reliance on Southwest makes the airport vulnerable to any operational changes, financial instability, or strategic shifts that the airline may undergo.

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A good example is what happened during the 2007-2008 Recession. Southwest Airlines did cut back its operations at OAK in favor of SFO in response to competitive threats from other airlines. In the summer of 2007, Virgin America inaugurated service at SFO, adding significant seat capacity there. As a competitive response, other airlines including Southwest Airlines shifted capacity from OAK to SFO to meet the competitive threat of Virgin America. As shown in Figure 2-6 of the DEIR's Appendix C (pages 14-15), Southwest Airlines began to reduce seat capacity at OAK in September 2007 from approximately 600,000 monthly departure seats to approximately 425,000 monthly departure seats in March 2009. Over the same period, Southwest Airlines added 175,000 monthly departure seats to SFO.

Given the above, it appears that OAK's strategic plans and developments have become exceedingly aligned with Southwest's business strategies, potentially hindering innovative approaches and diverse opportunities.

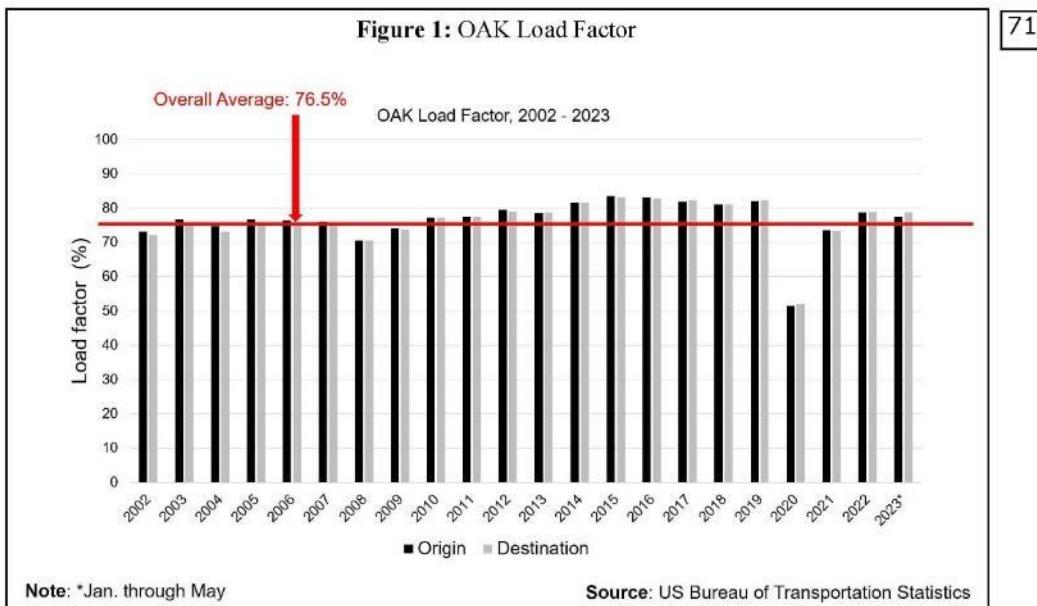
- **Predicting Substantial Passenger Growth but Marginal Expansion in Operations**

The DEIR anticipates a substantial surge in passenger demand contrasted with a moderate growth in the number of operations as detailed in Appendix C, page 94. This projection is based on the expectation that airlines will leverage larger aircraft, thereby increasing the passenger capacity per flight, a strategy outlined on page 79 of the same appendix. Moreover, the DEIR posits an escalation in load factors—the proportion of occupied seats on a flight—a maneuver aiming to enhance both efficacy and revenue margins, enabling the accommodation of a greater number of passengers without expanding flight schedules or operations. Consequently, the DEIR envisages a limited augmentation in aircraft movements at OAK, albeit alongside a pronounced ascent in passenger demand.

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Nonetheless, an examination of OAK's load factor data spanning from 2002 to 2023, sourced from the US Bureau of Transportation Statistics, renders this expectation somewhat optimistic. Illustrated in Figure 1, the data reveals a consistent tendency for the load factor to remain beneath the 80% threshold, bar a few instances. On average, OAK maintains a load factor of approximately 76.5%, translating to around a quarter of seats remaining vacant. This long-term trend raises legitimate concerns regarding the feasibility of a considerable uplift in load factors in the impending period, thereby bringing the DEIR's optimistic projections under scrutiny for potential overestimation.

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• **Insufficient Data to Justify Transition to Larger Aircraft**

The DEIR notes a prevailing trend in the aviation industry where there is a gradual transition from smaller to larger regional jets, a pattern anticipated to persist with airlines potentially moving to up-gauge to larger aircraft in the forthcoming years. Despite this assertion, the report falls short of pinpointing specific airlines at OAK that are strategizing to incorporate larger aircraft into their fleets.

Within its projections, the DEIR outlines expectations of increased operations involving larger aircraft, including models like the ERJ-175 and the Boeing 787 Dreamliner, at OAK. While this may suggest that airlines functioning at OAK might be aligning their strategies to resonate with this industry trend, the DEIR maintains a level of ambiguity, omitting detailed information on particular airlines' intentions or plans, as evidenced in Appendix C, page 79.

Adding another layer to this uncertainty is the operational blueprint of Southwest Airlines, which commands a dominant position at OAK. Given Southwest's historical reliance on Boeing 737 aircraft — a practice almost uninterrupted save for a brief stint utilizing a limited number of leased Boeing 727-200 aircraft — questions arise concerning the specific airlines at OAK that envisage expanding their fleets to accommodate the anticipated surge in passenger traffic. Consequently, while the DEIR presents a general industry trajectory, it leaves room for speculation regarding the precise strategies of airlines operating at OAK, thereby necessitating a more detailed exploration to obtain a comprehensive view of future operations.

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• Incomplete Milestones for New Gate Construction

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According to the FAA's **Advisory Circular 150/5360-13A, Airport Terminal Planning, 13 July 2018** (Page 21), facility requirements and other terminal space programs should be linked to annual "activity milestones".

The gap analysis prepared for OAK determined the need for 33 total aircraft gates to meet industry standards for planning activity level (PAL) 1 of 17.6 million annual passengers (MAP) and 45 total aircraft gates to meet industry standards for PAL 2 of 24.7 MAP. The Proposed Project would result in up to 45 aircraft gates to meet PAL 2 activity with adequately sized passenger and baggage processing areas (DEIR, page 4-9).

The report does provide an analysis of the airport's passenger and cargo demand, which is used to forecast future activity levels and inform the airport's infrastructure planning. The report also includes a Design Day Flight Schedule (DDFS) that outlines the expected number of aircraft operations and passengers for each planning level (Appendix C).

However, milestones on the following relevant metrics and key performance indicators are missing:

- Aircraft Operations
 - Annual Aircraft Movements: Meeting or exceeding a predetermined number of aircraft movements annually could signal the need for additional gates.
 - Daily Aircraft Movements: Reaching a specified number of daily take-offs and landings can be a potential milestone.
- Terminal Capacity
 - Terminal Congestion: Once the terminal capacity reaches around 75-85% of its total capacity, it often triggers plans for expansion to avoid congestion and maintain service levels. In the DEIR, there is no discussion of this matter.
 - Gate Utilization: High gate utilization rates, often above 80-90%, can signal the necessity for additional gates. The gate analysis I conducted in section III with data provided by OAK shows an average gate utilization of 51% well below the 80-90% threshold.
- Operational Efficiency
 - Turnaround Times: Reduced turnaround times necessitating more gates to handle the increased frequency of flights. The gate analysis I conducted in section III with data provided by OAK shows an average turnaround time of two hours.
 - Connectivity and Hub Status: Enhancing the airport's connectivity and hub status can be a milestone to add more gates to facilitate seamless connections. While OAK serves as a hub on Southwest Airlines' network, OAK is not described as a connecting hub. Instead, the DEIR notes that OAK plays a critical role in the system of three commercial service airports serving the San Francisco Bay Area, and that the airport has

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historically had larger shares of the Bay Area's Origin and Destination ("O&D") (not connecting) passengers compared to total passenger traffic.

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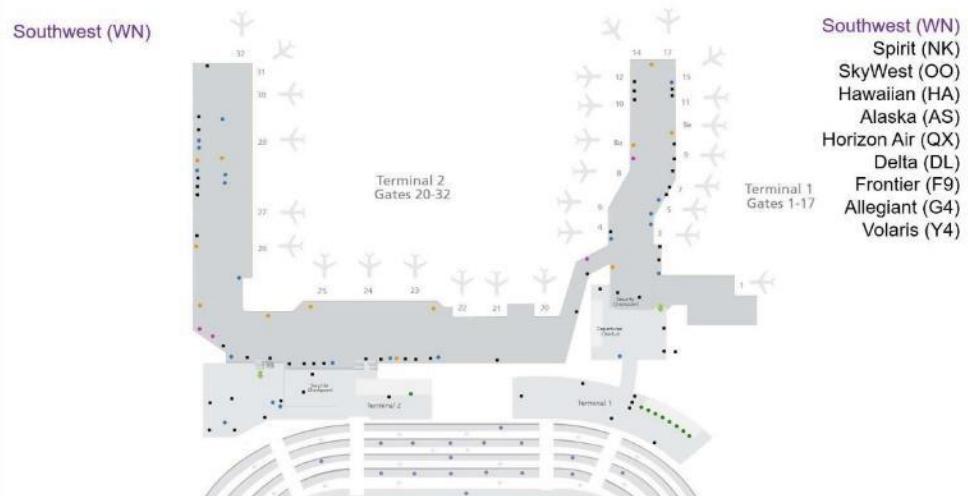
III. Gate Analysis at OAK

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This section analyzes existing gate-related data crucial in determining the operational efficiency of OAK. The gate metrics analyzed help to understand how efficiently OAK is using its existing gates.

OAK has 29 gates distributed between two terminals: Terminal 1 and Terminal 2. Terminal 1 houses 17 gates, while Terminal 2 is equipped with 12 gates. Each gate, except gate 13, facilitated both arrivals and departures. To provide a visualization of the gate distribution along with the respective airlines operating in each terminal, refer to Figure 2, sourced from OAK's official website. This representation not only elucidates the physical distribution of gates but also denotes the airlines which predominantly operate from each terminal, offering a snapshot of the current operational setup.

Figure 2: Airline Gate Allocation at OAK



Source: <https://maps.oaklandairport.com/>

Our analysis is anchored on a substantial dataset encompassing 25 months from May 17, 2021, to June 15, 2023. The airlines operating at Terminal 1 during the analysis period are as follows: Southwest (WN), Spirit Airlines (NK), SkyWest (OO), Hawaiian (HA), Alaska (AS), Horizon Air (QX), Delta (DL), Frontier (F9); Allegiant (G4) and Volaris (Y4) which only performed departures.

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As the sole operator in Terminal 2, Southwest has a significant footprint, enjoying traffic flow through this exclusive terminal.

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3.1. Overall Airport Traffic Analysis

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The comprehensive analysis spanned a broad spectrum of arrivals and departures. The following details provide a summative overview of the total traffic during the analysis period:

- **Total Arrivals**

- **Overall:** The airport witnessed a total of 155,286 arrivals encompassing a variety of operations including airlines, cargo, general aviation, and military movements.
- **Airlines Contribution:** A dominant portion of these arrivals, amounting to 127,327 (or 82%), was facilitated by airline operators.
- **Gate Information:** A critical observation to note is that out of the airline arrivals mentioned above, gate information was available for only 70,353 arrivals in the data provided by OAK, posing a limitation to the depth of analysis possible concerning gate utilization metrics for arrivals.

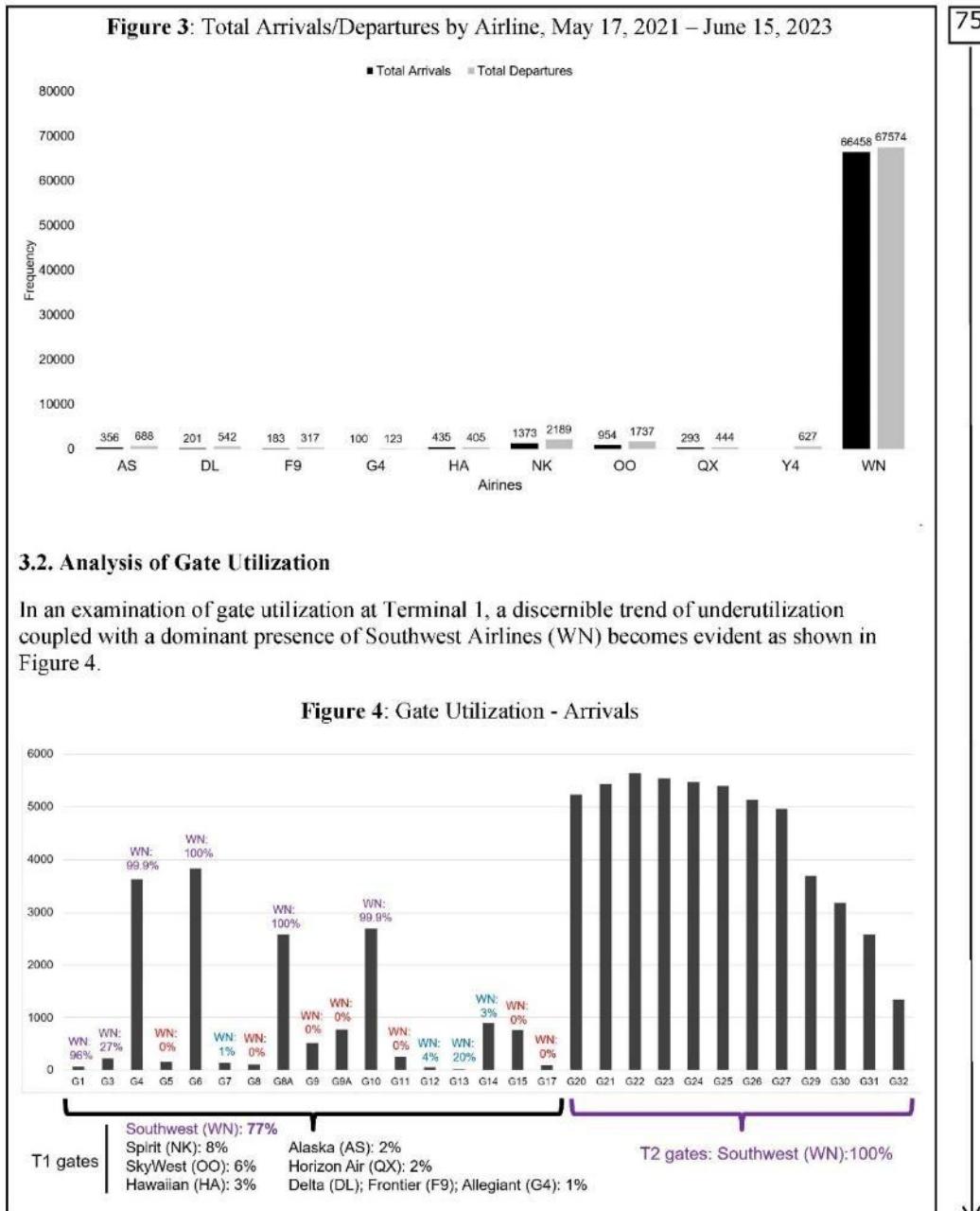
- **Total Departures**

- **Overall:** In the period under analysis, there were 150,307 departures recorded, inclusive of diverse operations such as airlines, cargo, general aviation, and military engagements.
- **Airlines Contribution:** Airlines were responsible for a substantial 84% of these departures, translating to 126,265 departures.
- **Gate Information:** However, it is pertinent to note that only 74,815 of these airline departures were documented with detailed departing gate information in the OAK-provided data, signaling a data gap that warrants attention.

Southwest Airlines exhibited a dominant presence at the OAK. This predominance is captured by Figure 3. Throughout the 25 months of data surveyed, Southwest Airlines unequivocally led in terms of arrivals, accounting for a staggering 95% of all arrivals at OAK. This striking percentage mirrors the carrier's strong foothold at the airport. The remaining 5% of arrivals encapsulate a mixture of other commercial airlines, illustrating a highly skewed distribution of arrivals, with Southwest being the unequivocal leader.

On the departure front, Southwest continued to exhibit a dominant stance, being responsible for 90% of all departures within the sample period. This figure demonstrates a slightly lesser, yet still significantly dominant control over the departures segment, showcasing a substantial dependency on the airline for the outbound traffic from OAK. The remaining 10% of the departures were facilitated by a collection of various other entities lead by Spirit and SkyWest.

10



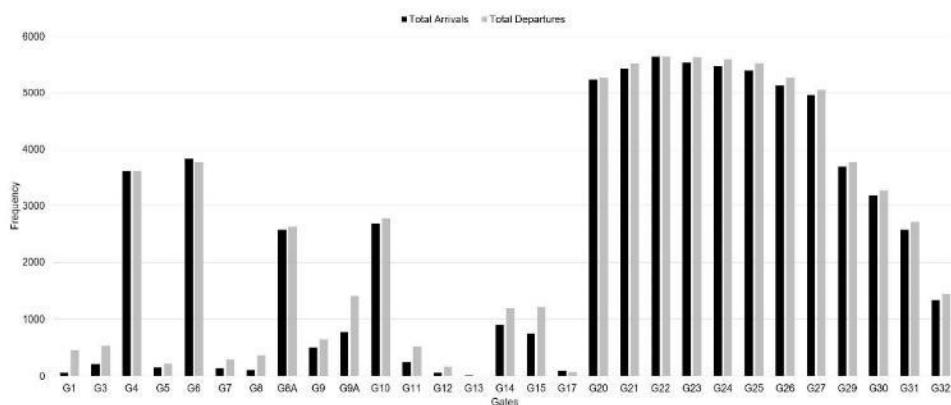
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Underutilization of Gates

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- **Lower Utilization:** Figure 4 suggests that a significant portion of the gates at Terminal 1 witnessed low foot traffic, with 9 out of the 17 gates registering less than 300 arrivals throughout the 25-month analysis period. This raises a concern regarding optimal resource allocation and urges a re-evaluation of gate assignment strategies to better leverage the available infrastructure.
- **Southwest Airlines Dominance**
 - **Busiest Gates:** Further data scrutiny revealed that the busiest gates at Terminal 1 were gates 4, 6, 8A, and 10. These gates were almost exclusively commanded by Southwest Airlines, highlighting a centralization of high-traffic operations under a single airline.
 - **Surprising Trend:** A surprising revelation from the analysis was that Southwest Airlines held a significant operational share even in most of the lesser-utilized gates, showcasing a wider footprint than anticipated.

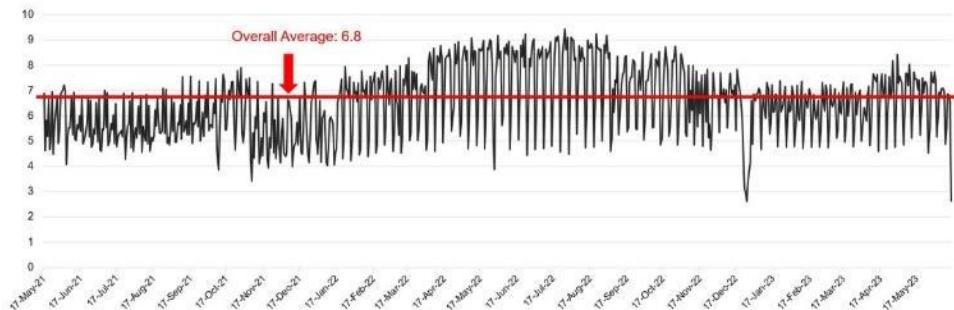
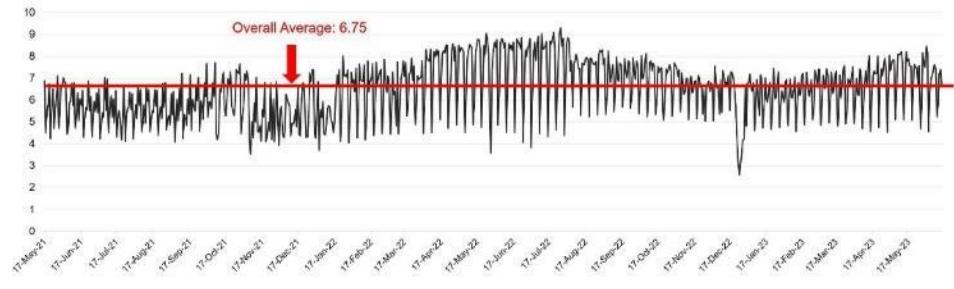
Figure 5: Gate Utilization – Departures/Arrivals**3.3. Analysis of Average Daily Arrivals and Departures per Gate**

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↓

In an effort to provide a detailed analysis of the average daily traffic per gate, I examined two critical figures (6 and 7), one representing arrivals and the other departures. The findings derived from these figures offer substantial insights into the daily operations.

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Figure 6: Average Number of Arrivals per Gate per Day**Figure 7:** Average Number of Departures per Gate per Day

Analysis of Figure 6 (Arrivals)

- Daily Average: Over the analysis period, it was observed that there was an average of around 7 arrivals per gate per day, offering a significant data point in understanding the existing gate utilization trends.
- Recent Quarters: Noteworthy is the slight uptick in the daily average to approximately 7.5 arrivals in the last three quarters of 2022, suggesting a marginal increase in the utilization rate.
- Data Stability: Despite the presence of some noise in the data, the average figures have remained relatively stable, with no discernible upward trend.

Analysis of Figure 7 (Departures)

- Daily Average: The departures pattern echoes a similar trend observed in the arrivals, further solidifying the observations derived from the arrivals data.

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- Stability: Here too, despite minor fluctuations, the data maintains a level of stability, lacking a pronounced upward trend, reinforcing the narrative of a steady operational environment.
- The data from this figure corroborates the insights derived from the arrivals data, underscoring the absence of a clear upward trend and pointing towards a state of stability in daily operations.

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Implications and Considerations

Analyzing both figures (6 and 7) together brings forward several implications and offers a substantial base for strategic considerations:

- Gate Expansion Plans: The stable trend in average daily arrivals and departures per gate can potentially be used to argue against the immediate need for a substantial increase in the number of new gates, as the current setup appears to be accommodating the existing traffic adequately.
- Capacity Management: The insights derived here could guide capacity management strategies, allowing for a more nuanced understanding of the peak and off-peak periods and facilitating more efficient gate allocation strategies.
- Operational Efficiency: With the data portraying a relatively stable operational environment, the focus could potentially shift towards enhancing operational efficiency within the existing framework, rather than expanding infrastructure.

Both figures articulate a scenario where the average daily arrivals and departures per gate maintain a steady rate, with no evident upward trends over the analysis period. This stable trend could potentially be leveraged as a foundational argument against immediate expansive gate augmentation plans. It accentuates the need to perhaps focus on optimizing the existing infrastructure to enhance efficiency, rather than embarking on large-scale expansions. This evidence urges a strategic recalibration focused on optimization rather than expansion, guiding a sustainable developmental roadmap for the airport.

3.4. Analysis of Average Hourly Arrivals and Departures per Gate

77

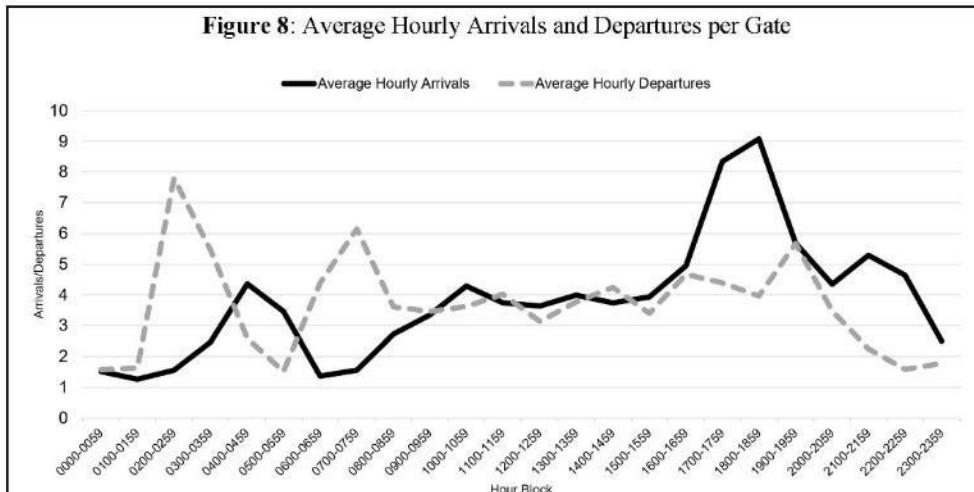
A deep dive into the hourly distribution of arrivals and departures per gate, as characterized over the span of 25 months, uncovers discernible patterns that could play a vital role in strategic planning, especially considering the Design Day Flight Schedule (DDFS) metric that underpins the estimation of facility requisites and sizing. The insights obtained from Figure 8 are analyzed below.

Analysis of Figure 8

Arrivals

- **Daily Dynamics:** Throughout the day, a dynamic trend in the number of arrivals per gate was observed, exhibiting a peak between 5 pm and 7 pm.
- **Peak Hour Arrivals:** Significantly, the peak average during these hours was as high as 9 arrivals per hour per gate, underscoring a period of heightened activity that demands meticulous planning and resource allocation.

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Departures

- **Noteworthy Peaks:** Departure traffic mirrored a multi-peak pattern with surges noted during 2-3 am, 7-8 am, and 7-8 pm slots.
- **Peak Hour Departures:** The peak averages for departures demonstrated figures below 6 and around 7 per hour in the indicated periods, highlighting the intervals of concentrated departure activities.

Implications and Considerations

Drawing parallels with other medium-hub airports aids in contextualizing these figures further:

- **Benchmarking Against Peer Airports:** When benchmarked against other medium-hub airports, the peak averages for both arrivals and departures appear to be within a competitive range. The surge to 9 arrivals per hour showcases a bustling activity period comparable to what is witnessed in peer airports, with room for further optimization to enhance passenger experiences and streamline operations.
- **Resource Redeployment:** The identified peaks and troughs in hourly traffic present an opportunity to strategically redeploy resources to not only meet the high demand periods but also to utilize the off-peak hours for maintenance and other essential services.

3.5. Analysis of Average Number of Turnarounds per Gate (August 2021 – May 2023)

78

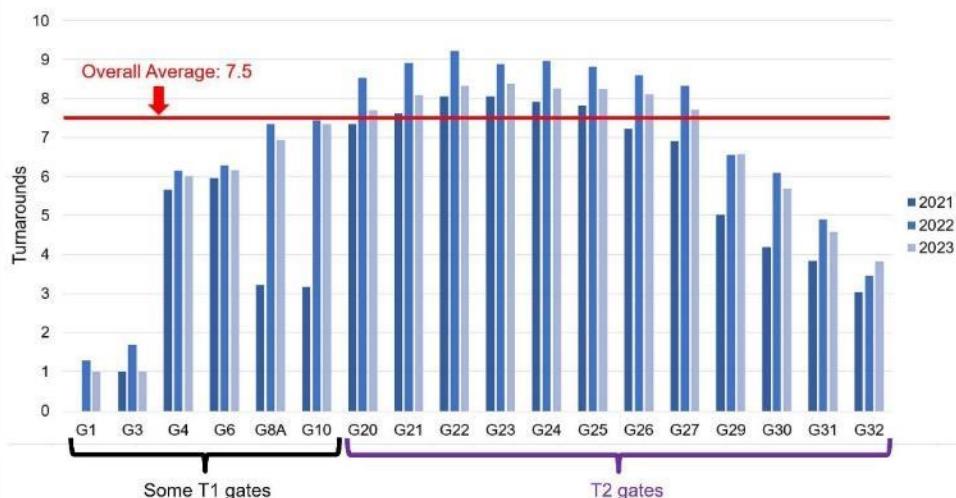
To have a granular understanding of the gate utilizations and operational dynamics at OAK, I ventured into analyzing the average number of turnarounds per gate. The data provided by OAK focused exclusively on Southwest Airlines for the period spanning from August 2021 to May 2023.

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A "turnaround" in the context of airline operations refers to the process that takes place from the moment an aircraft lands to the time it takes off again. This involves a series of orchestrated steps that ensure the aircraft is ready for its next flight safely and efficiently. These steps typically include the disembarkation of passengers, unloading of luggage and cargo, refueling, necessary maintenance checks, cleaning of the cabin, boarding of new passengers, and loading of luggage and cargo for the next flight. Figure 9 displays the average turnarounds per gate.

Figure 9: Average Number of Turnarounds per Gate (August 2021 - May 2023)



Analysis of Figure 9

- **Temporal Distribution:** The figure strategically illustrates the turnaround dynamics over three years - 2021, 2022, and 2023, albeit with 2021 and 2023 representing partial data.
- **High Utilization Gates:** A significant insight is gleaned from the gates 20 through 27 in Terminal 2, which showcases above-average performance with the number of daily turnarounds at times crossing the 8 per day mark, pointing to a relatively high gate utilization rate when compared to other gates.
- **Low Utilization Gates:** In stark contrast, a considerable number of gates exhibit a markedly lower rate of turnarounds, implicating a scenario of underutilization and a potential opportunity for resource optimization.

Data Limitations

- **Exclusive Southwest Airlines Data:** The entire analysis is predicated on data furnished exclusively by Southwest Airlines, thereby engendering a limitation in the comprehensive understanding of the gate utilization dynamics at OAK. The absence of data from other airlines operating at OAK could potentially mask broader trends and dynamics, limiting the scope and applicability of the insights derived from Figure 9.

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- It is worth mentioning that in the DEIR, arrival and departure turns were created assuming similar ground times to match Southwest Airlines' current operation (see Appendix C, page 85, 87).
- **Partial Year Data:** The analysis encompasses partial year data for 2021 and 2023, which may not fully capture the annual variations and seasonality effects that are integral in understanding the full spectrum of gate utilization dynamics.

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Implications and Strategic Considerations

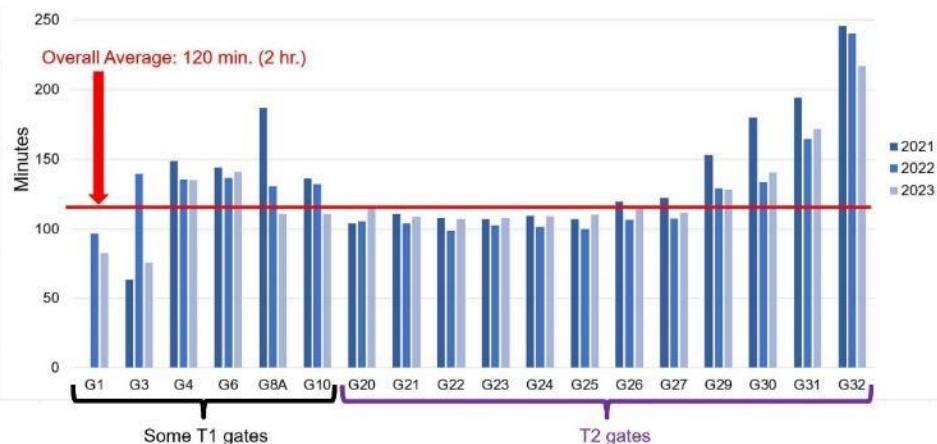
- **Resource Optimization:** The discernible disparity in gate utilization rates presents a fertile ground for strategic resource optimization, where low utilization gates can be leveraged to enhance operational efficiency.

3.6. Analysis of Average Turnaround Time per Gate (August 2021 – May 2023)

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In a bid to foster streamlined and efficient operations, understanding the intricacies of turnaround or occupancy time at each gate stands pivotal. Utilizing the data from OAK on Southwest spanning from August 2021 to May 2023, I delve deep into the dynamics of average turnaround time per gate. Below is a detailed scrutiny of the insights harnessed from Figure 10.

Figure 10: Average Turnaround Time per Gate (2021-2023)



Before we delve into the analysis, it is pertinent to define what we mean by “turnaround” or “occupancy” time. This metric delineates the duration from the moment an aircraft lands to when it is prepared to take off again. A well-orchestrated turnaround process is the linchpin to efficient operations and better utilization of gates.

Analysis of Figure 10

- **Overall Average:** The figure unravels an overall average turnaround time straddling around the 2-hour mark, serving as a foundational parameter to gauge the efficiency of gate operations.

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- Efficiency Dynamics across Gates: A closer scrutiny of gates 1, and 20 through 27 showcases a turnaround time that closely adheres to the overall average, suggesting a rhythm of operations that aligns with the norm. However, a potential undercurrent of inefficiency emerges as we observe other gates manifesting a turnaround time exceeding the 2-hour benchmark, signaling a window for operational augmentation.

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Implications

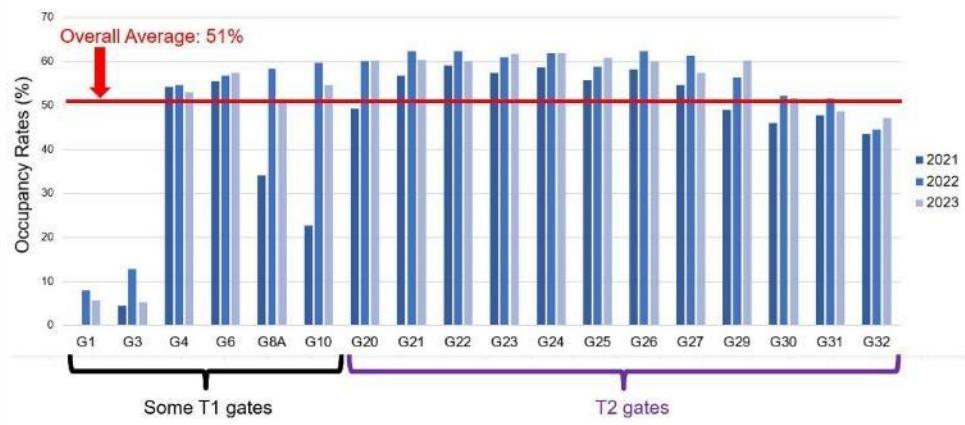
- Spotlight on Inefficiency: The gates exhibiting a turnaround time that outstrips the 2-hour average conspicuously spotlight areas where operations might be lagging in efficiency. It heralds a call to action to investigate the underlying causes and foster strategies that could shear off the excess time, driving towards a leaner and agile operational framework.
- Optimization Opportunity: An environment brimming with opportunities for optimization beckons, where strategies could be formulated to enhance the operational efficiency at gates that currently depict a greater than 2-hour turnaround time.

3.7. Understanding and Analyzing Gate Occupancy Rates

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As I further deepen my investigation into the efficiency and utilization of the gate operations at OAK, the concept of gate occupancy rates emerges as a vital metric. This involves understanding the proportion of time each gate is occupied by an aircraft over a set period (here, a 24-hour day). Below, I outline the formula and approach to calculating this metric and then delve into a detailed exploration of Figure 11 demonstrating the gate occupancy rates.

Figure 11: Gate Occupancy Rates (2021-2023)



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Formula and Meaning of Occupancy Rate

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To compute the occupancy rate, we utilize the following formula:

$$\text{Gate Occupancy Rate} =$$

$$\frac{\text{Average Gate Occupancy Time} \times \text{Average Number of Turnarounds}}{24 \text{ hours}} \times 100\%$$

In essence, the occupancy rate offers a lens into the utilization efficiency of each gate, providing a glimpse into how much of the total available time a gate is actively engaged in turnaround operations.

Analysis of Figure 10

Upon scrutinizing the figure representing the gate occupancy rates, the following observations emerge:

- Low Occupancy Rates: Most gates, barring a few exceptions, exhibit an occupancy rate below 60% and the average occupancy rate across all gates is 51%, well below the 80-90% threshold for operational concerns. This low rate signals a low gate use over a 24-hour window.
- Opportunity for Streamlining: The data underscores a palpable opportunity to streamline operations by working on strategies to reduce turnaround times, while increasing turnarounds, consequently pulling up the occupancy rates to a more efficient bracket.

I appreciate the opportunity to work on this project. Should you have any questions or concerns, please feel free to contact me.

Sincerely,

Jules Yimga

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ATTACHMENT B

16 October 2023

Carmen Borg
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 San Francisco, CA 94102
 borg@smwlaw.com

Subject: Oakland International Airport Terminal Modernization and Development Project
 Acoustical Comments on Draft Environmental Impact Report
 Salter Project 23-0196

Dear Carmen:

As requested, we reviewed noise sections of the Draft Environmental Impact Report (DEIR) for the proposed airport expansion project in Oakland, CA. We also reviewed information in Appendices L (Noise Model Inputs) and M (Sleep Disturbance Analysis). We find that the DEIR does not sufficiently assess or mitigate potential noise impacts and, therefore, fails to protect the community from excessive noise. Our comments focus on the following issues:

1. Operational Noise:

- a. The DEIR fails to acknowledge the longstanding and on-going community concerns and complaints about aircraft noise. There is extensive evidence that the noise environment is disruptive to the surrounding communities. As such, the project should include measures to help reduce existing impacts and ensure that no additional adverse impacts are produced.
- b. Single-event aircraft noise analysis is omitted entirely from the impact analysis and is ignored in the development of appropriate noise mitigation measures. This same mistake was made 20 years ago in a previous Oakland Airport impact analysis, and is out of line with noise analysis methodology commonly used in EIRs today.
- c. The DEIR does not provide adequate information for a proper and public evaluation of nighttime aircraft noise. And the little information that is disclosed about overall nighttime flights is concerning as substantial increases in the quantity of nighttime flights is anticipated.
- d. Though Appendix M “Sleep Disturbance Analysis” is attached to the DEIR, all information in this appendix is expressly ignored in the impact analysis. However, this appendix reveals the presence of excessive noise, which corroborates the ongoing public response to noise referenced above.

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<p>e. Though Appendix M divulges that aircraft noise-induced “awakenings” is expected to increase as part of the project, it provides no evidence to demonstrate that such increases in the proposed NAWR rating are less than significant.</p> <p>2. Construction Noise: The construction noise analysis and proposed mitigation of the DEIR is:</p> <ul style="list-style-type: none"> a. Unsubstantiated – as background technical information is not provided for public review, b. Incomplete – as the long-term noise levels provided are vague and short-term/single-event maximum construction noise is missing from the analysis in accordance with City standards, and c. Inadequate – as the mitigation listed is not expected to adequately address the significant impacts and evaluation of nighttime construction activities is missing entirely. <p>3. Traffic Noise: The traffic noise analysis is unsubstantiated, as background technical information is not provided for public review.</p>	81 82 83
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#1 – COMMENTS ON OPERATIONAL NOISE

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#1.A – Existing and Ongoing Noise Issues

Oakland International Airport has an extended history of noise issues and complaints from nearby East Bay residents. We reviewed the issues identified in the *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners (2001)* ("Berkeley Jets"). A large focus of these proceedings related to single-event noise and increased nighttime flights. We also note that the Oakland Airport Quarterly Aircraft Noise Reports continue to disclose high numbers of complaints related to noise. For example, we reviewed the Second Quarter 2023 report published by the Oakland Airport Noise/Environmental Compliance Office (dated 11 July 2023). As an example, see the published data on noise complaints for May 2023 (at right, with overlay highlight). Hundreds of complaints continue to be registered during daytime and evening hours. Furthermore, thousands of complaints are related to nighttime aircraft noise. These high quantities of community responses must not be ignored in the evaluation of existing noise and future noise impact. Other reports consistently indicate similarly high quantities of disturbances.

Oakland International Airport Noise Complaint Summary May 2023		
Community	Callers	Complaints
Alameda(BF)	36	1725
Alameda(Central)	6	23
Albany	0	0
Berkeley	1	10
Castro Valley	1	13
Fremont	0	0
Hayward	2	11
Kennerly	0	0
Oakland	12	3062
Piedmont	0	0
Richmond	1	232
San Francisco	1	1
San Leandro	1	5
Union City	0	0
San Lorenzo	1	1
Other Communities	7	51
Total	69	5124

Complaints by Type	
E-mail	3029
Voiceprint App	2095

Complaints by Time of Day	
Day (0700 - 1900)	728
Evening (1900 - 2200)	573
Night (2200 - 0700)	3823

Complaints by Type of Operation	
Arrivals	2578
Departures	2208
Over-flights	267
Touch & Go	81
Not Linked to an Operation	0

Complaints by Type of Aircraft	
Business Jet	243
Helicopter	82
Jet	4176
Military	0
Not Reported (not linked to an aircraft)	0
Other (Type information not available)	11
Propeller	466
Turbo-prop	146

However, the DEIR does not acknowledge the quantity and regularity of complaints associated with aircraft operations at Oakland Airport. With the potential to increase the severity of existing issues, the DEIR needs to describe the nature of the complaints, such as nighttime noise, frequency of problematic aircraft noise, type of aircraft, or other operational correlations. Detailed analysis of community responses related to distinct operations should be disclosed, such as departures from the South Field and overflights from the North Field. These on-going factors should be used to strategically refine the project and noise mitigation, which could include further enhancement and enforcement of noise abatement procedures, further limits or related controls for North Field operations.



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#1.B – Single-Event Noise Analysis is Omitted

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The DEIR bases the evaluation of aircraft noise impacts solely on the CNEL metric and concludes that the expected noise impact would be less than significant. The CNEL is essentially a daily average noise metric. However, the DEIR fails to recognize and address the fact that the primary operational noise issue is one of single-event noise from aircraft. Concerns for individual events of higher noise levels extend from daytime operations that could interfere with speech (e.g., at schools) and comfort (e.g., at residences) to nighttime operations that can cause sleep disturbance. However, the DEIR inappropriately states that “sleep disturbance from aircraft noise does not currently have a significance threshold” (DEIR, Page 3.11-12, bullet point 2) and maximum single-event noise level analyses are omitted from the DEIR. As such, the concerns related to single-event noise are given no consideration in the impact analysis nor in the development of any appropriate noise mitigation measures.

We wish to reiterate the comments of our previous Salter colleague, John Freytag, when he was asked to review the noise impact analysis of the airport expansion planned more than 20 years ago. He stated:

“An analysis of sleep interference, speech interference and single event noise is required for the residential communities of Alameda which are and will continue to be impacted by the Airport.... The sleep interference assessment must consider the Single Event Levels (SEL values) of the individual flyovers occurring during the nighttime (sleeping period), and the frequency of occurrence of these events.”

This opinion was ultimately supported in the arbitrators of the proceedings related to the related *Berkeley Jets* case. John Freytag recognized the flawed analysis in the airport impact analysis 20 years ago. And we support and maintain the same opinion today because the same mistake is being made today with the subject DEIR.

The DEIR identifies two schools located within the elevated CNEL 65 to 70 dB noise contours. However, the DEIR provides no review of single-event noise levels at these schools and the potential for speech interference to disrupt learning inside the classrooms and general communication outdoors. The DEIR should identify any existing or future aircraft single-event noise that could interfere with speech communication. Furthermore, the quantity of daily aircraft events in the existing and future scenarios should also be identified to assess noise impact. For aircraft noise that interferes with speech at schools and similar noise-sensitive locations, noise mitigation should be developed.



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There is no reason to omit single-event noise analysis from a proper environmental noise impact analysis. Modern noise monitoring systems, as implemented in the community surrounding Oakland Airport, easily have the capability of recording and reporting single-event noise levels. Such information should be available to the DEIR authors and thus, should be disclosed in the DEIR and incorporated into the impact analysis. For example, the 2020 EIR for the Amendment to Norman Y. Mineta San Jose International Airport Master Plan, published by the City of San Jose, includes a single-event noise analysis (see Appendix J, page 24, included as Attachment P to the SMW comment letter). Such analysis appropriately follows the guidance of Policy N-7 of the Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan (ALUC CLUP), which states:

“Policy N-7 Single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. Single-event noise levels are especially important in the areas regularly overflowed by aircraft, but which may not produce significant CNEL contours, such as the down-wind segment of the traffic pattern, and airport entry and departure flight corridors.” (Santa Clara ALUC CLUP)

The DEIR does include an appendix (M) titled “Sleep Disturbance Analysis.” However, this analysis is firmly disregarded in the impact analysis and no thresholds of significance were provided to determine if the proposed project would meet or exceed such values. Even if Appendix M were to be considered in the DEIR noise impact analysis, we would still have several concerns, as outlined in Comments #1.C, #1.D, and #1.E.

#1.C – Information Provided for Evaluation of Nighttime Aircraft Noise is Inadequate

Neither the DEIR nor Appendix M provide data that clearly explains the characteristics of existing and projected nighttime aircraft operational noise. For each sensitive receptor area, the DEIR fails to disclose either typical maximum noise levels from aircraft and frequency of occurrence for nighttime aircraft operations. The DEIR also fails to provide distinct information related to the North and South Field operations, as each can produce unique noise impacts due to location and operational parameters. Such information should be made available for public review and for the assessment of noise impact. The closest related information is found in Appendix L Noise Model Inputs, which includes the following data in three tables labeled “Modeled Average Daily Itinerant Aircraft Operations” for each existing and future condition under consideration (DEIR, Appendix L, pages 10, 50, and 52 of 66):

- 2019 data: 15,453 arrivals and 16,885 departures
- 2028 forecast: 17,561 arrivals and 19,699 departures; increases of 14% and 17%, respectively
- 2038 forecast: 20,548 arrivals and 24,350 departures; increases of 33% and 44%, respectively

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These data alone should be cause for further detailed and specific study of potential impacts related to nighttime aircraft noise. We found no discussion in the DEIR which explains how increases in nighttime aircraft operations between 14% and 44% would not result in a significant impact. We would expect greater quantities of nighttime noise events to cause additional problems related to sleep disturbance. In fact, this is supported by the methodology and information provided in Appendix M “Sleep Disturbance Analysis.” This is discussed further in Comment #1.D and #1.E below, as increases in aircraft flights is connected with increases in average aircraft noise-induced “awakenings” (see NAWR predictions discussed in Comment #1.E).

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In addition, we observed that operational data from 2019 is being used as the “baseline” existing condition. We understand that actual current 2023 aircraft operations are lower than 2019. We did not find any justification in the DEIR for using the 2019 data nor commentary explaining how the 2019 year is the appropriate baseline. If current operations are lower, then the proportional increases in aircraft flights listed above would actually be higher. As such, this should be disclosed to the public.

#1.D Appendix M Reveals and Describes the Presence of Ongoing Excessive Noise

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The data illustrated in Appendix M corroborates the existence of the ongoing community response and complaints related to nighttime aircraft operations. In Appendix M, the author explains how the sleep disturbance analysis therein was based on the work led by University of Pennsylvania’s Mathias Basner, PhD and a 2006 paper¹ for which he was the lead author. Appendix M summarizes that “the 2006 Basner et al. method” estimates the average number of aircraft noise-induced awakenings (NAWR) at a location in the vicinity of the airport as a function of indoor L_{Amax} ²” (DEIR, Appendix M, page 18 of 22, paragraphs 2 and 3) (hereafter the “Basner Method”). In the 2006 Basner paper, the proposed noise protection plan involves the following “three objectives, which reflect three highly correlated dimension of sleep:

- (1) On average, there should be less than **one additional awakening** [emphasis added] induced by aircraft noise. Here, awakenings are defined as an electrophysiological phenomenon classified according to the rules of Recht-schaffen et al.
- (2) Awakenings recalled in the morning should be prevented as much as possible.
- (3) There should be no relevant impairment of the process of falling asleep again.”

(Basner JASA paper, 2006, Section V.B, page 2780)

¹ Mathias Basner, Alexander Samel, and Ullrich Isermann, *Aircraft noise effects on sleep: Application for the results of a large polysomnographic field study* (Journal of the Acoustical Society of America (JASA), February 11, 2006)

² L_{Amax} (Maximum Sound Level) – The maximum sound level for a specified measurement period of time as defined in ASTM E1586. In other words, the L_{Amax} is the momentary maximum A-weighted sound level during an event.



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Focusing on Item (1), the Basner Method proposes limiting the calculated NAWR metric to a maximum of one (1) for a subject airport project. Importantly, Appendix M reveals that there are several receptor areas within the study area where the sleep disturbance metric NAWR already exceeds the value of 1. Consider the Table 2-1 and Figure 2-1 in Appendix M, excerpted below (with overlay highlights):

87

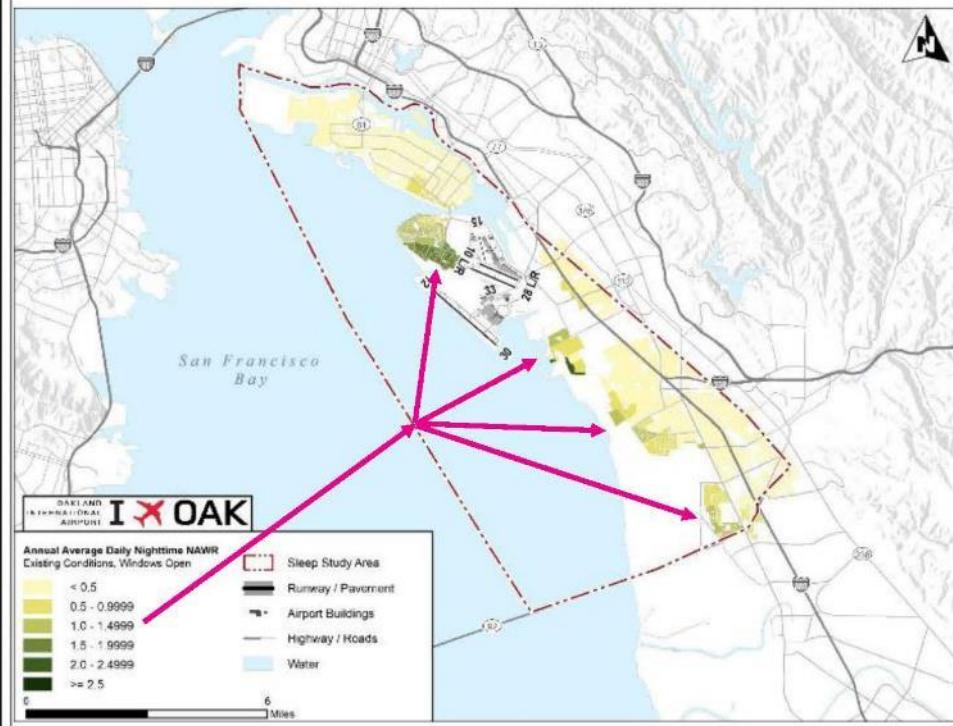
Table 2-1
NAWR for Existing Conditions Across All Modeled Block Group Centroids

Windows	Minimum	Average	Maximum
Open	0.02	0.34	2.48
Closed	<0.005	0.08	1.41

NAWR: aircraft noise-induced indoor awakenings

(DEIR, Appendix M, page 4 of 22)

Figure 2-1
NAWR for Existing Conditions, Windows Open



(DEIR, Appendix M, page 5 of 22)



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The above data show how the sleep disturbance metric offered for reference in the DEIR is already exceeds the threshold proposed in the author's methodology. This information disclosed in the DEIR validates and supports ongoing complaints from the surrounding community about excessive nighttime noise. And in locations where noise is already excessive and exceeds related thresholds, potential increases to noise should be identified in the DEIR and recognized as significant impacts, which leads to our next point on the subject.

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#1.E – No Evidence is Provided to Demonstrate that Increases in NAWR are Less Than Significant.

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The DEIR Appendix M provides the following sleep disturbance NAWR metric data for future conditions, excepted below (with overlay highlights):

Table 2-2 NAWR for Future Year 2028 Across All Modeled Block Group Centroids Compared with Existing Conditions				
Scenario	Windows	Minimum	Average	Maximum
Existing Conditions	Open	0.02	0.34	2.48
	Closed	<0.005	0.08	1.41
Future Year 2028	Open	0.02	0.35	2.74
	Closed	<0.005	0.08	1.53
Change from Existing Conditions	Open	-	0.01	0.26
	Closed	-	-	0.12

NAWR: aircraft noise-induced indoor awakenings

(DEIR, Appendix M, page 9 of 22)

Table 2-3
NAWR for Future Year 2038 Across All Modeled Block Group Centroids Compared with Existing Conditions

Scenario	Windows	Minimum	Average	Maximum
Existing Conditions	Open	0.02	0.34	2.48
	Closed	<0.005	0.08	1.41
Future Year 2038	Open	0.03	0.37	3.14
	Closed	<0.005	0.08	1.76
Change from Existing Conditions	Open	0.01	0.03	0.66
	Closed	-	-	0.35

NAWR: aircraft noise-induced indoor awakenings

(DEIR, Appendix M, page 14 of 22)



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The above tables clearly show that the NAWR sleep disturbance metric is expected to increase in certain areas. Even with this information clearly displayed in Appendix M, the DEIR provides no thresholds, explanation, nor evidence to demonstrate that these anticipated increases in aircraft noise-induced awakenings are less than significant. This is a substantial deficiency in the DEIR noise analysis. With a community that is already exposed to nighttime aircraft noise that is well above the thresholds offered by the Basner Method and that generates substantial complaints, increases to nighttime noise must be addressed in the DEIR and mitigation measures must be developed.

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#2 – COMMENTS ON CONSTRUCTION NOISE

The construction noise analysis and proposed mitigation identified in the DEIR is unsubstantiated, incomplete, and inadequate. Therefore, the surrounding community might not be sufficiently protected from excessive construction noise. Additional details are provided below.

#2.A – The Construction Noise Impact Analysis is Unsubstantiated

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In the DEIR, the stated methodology for analyzing construction noise was to include the following (DEIR Subsection 3.11.1.4, page 3.11-14):

- Identifying the construction phases, construction schedule, equipment by phase, quantities of equipment, durations of equipment during each phase to calculate noise levels.
- Using industry accepted data sources to determine the noise and vibration levels of each type of equipment.

Though this was the stated intent, there is no evidence that these industry practices were performed, as explained below:

- The DEIR construction noise analysis results are provided alone with none of the necessary backup information. The DEIR does not list the equipment to be used, the quantities of equipment, the expected noise levels from each equipment source, nor the durations of equipment use. Therefore, the construction noise levels listed in Table 3.11-9 (DEIR, page 3.11-21) are unsubstantiated.
- The DEIR also fails to supply or sufficiently document the “industry accepted data sources” that were specifically used as noise data sources to develop construction noise estimates. No document references are provided. And no reference construction equipment sound data is listed as the basis for the analysis.

The analysis results are summarized in a table with almost no detail on how the calculations were performed. Thus, on both methodology claims listed above, the DEIR fails to follow through. The DEIR does not provide adequate information for peer review of the author’s analysis and the expected noise impact. In summary, the DEIR should “show their work” in order to allow for necessary public review.



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#2.B – The Construction Noise Impact Analysis is Incomplete

The DEIR presents anticipated noise levels in Table 3.11-9 (DEIR, page 3.11-21) using the “Leq” metric alone. There are at least two problems with the way this information is presented, as explained below:

1. The Leq metric is inadequately defined. The sole description of the “Leq” metric in the construction noise analysis section is “Leq: Equivalent Sound Level.” The Leq metric is also commonly described as the “average” sound level. But the metric implies that the average or “equivalent sound level” applies to a certain time period. That time period is not defined for the Leq construction noise levels listed in the DEIR Table 3.11-9 (page 3.11-21). We do not know if each level is a 1-hour Leq, an 8-hour Leq, a 24-hour Leq, or even a one-year Leq. And since the DEIR provides no technical backup information or related appendix, the public is left to guess. Therefore, the impact analysis of construction noise is incomplete. The noise levels presented should be better defined and explained for public review.
2. The Leq or “average” noise from construction activity is not the only applicable metric that should be used to evaluate construction noise. The City of Oakland does not define the construction noise limits in the City Municipal Code in terms of the Leq metric. The Oakland Municipal Code describes the construction noise limits as “maximum allowable receiving noise levels” (Oakland Municipal Code Section 17.120.050 Item G). Construction noise levels can vary considerably over time and with varying activities. Therefore, short term, repeated momentary, and/or single event elevated maximum noise levels should also be evaluated. This is supported by the language used in the Oakland City Code mentioned above (i.e., “maximum allowable”). The DEIR analysis is incomplete as it does not study short-term, repeated momentary, or single-event maximum noise levels. Maximum noise levels expected from construction activities are available in several publicly available resources.

In addition, we noticed that the receptors chosen for the construction noise analysis are strongly biased towards commercial properties. Only one of the sixteen receptors listed in this section is a residential property. It is particularly concerning that weekday and weekend construction noise impacts were identified at that one residential receptor. Since no additional residential receptors are evaluated, the extent of the impact is unknown, such as the distance or the quantity of homes that are expected to be impacted by construction noise. Due to the sensitivity of residential receivers to long-term construction activity, it is appropriate to provide a more balanced and complete evaluation of construction noise at sensitive residential receptors.

In summary, the DEIR provides a very limited analysis of construction noise. The information provided is incomplete and fails to properly define noise levels presented, fails to address short-term or maximum construction noise, and fails to identify the extent of the expected noise impact on the residential community, in particular. The DEIR should be revised to include the missing information and analysis so that appropriate and necessary mitigation measures can be developed in order to protect the community from excessive noise impacts.



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#2.C – Proposed Construction Noise Mitigation is Inadequate

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Comments #2.A and #2.B explain why the construction noise impact analysis is unsubstantiated and incomplete. Therefore, the related mitigation measures proposed in the DEIR should also be invalidated and then revised once the impact analysis is adequately improved. Nonetheless, we have the following comments on the noise mitigation as currently proposed in the DEIR.

The DEIR indicates that “the Proposed Project would result in a potentially significant impact from on-site construction noise” (DEIR, page 3.11-20). The DEIR then concludes that the resulting impact would be “less than significant with mitigation” (DEIR, page 3.11-20) as presented below:

Monitor Construction Noise: Continuously monitor construction noise at the closest noise sensitive receptor(s) to the active construction effort. Actual construction methods may not be as intrusive as currently assumed in this analysis, but if any measurement indicates an exceedance of the City’s construction noise thresholds from Proposed Project construction, measures including but not limited to those described below will be used to ensure that the significance threshold is not exceeded.

Construction Scheduling: The timing and/or sequence of the noisiest onsite construction activities shall avoid noise-sensitive times of the day or week, as feasible (7:00 p.m. to 7:00 a.m. Monday–Friday; 8:00 p.m. to 9:00 a.m. on weekends and holidays).

Construction Equipment: Stationary source equipment that has a flexible location of use (such as generators and compressors) shall be located at the greatest distance practical from noise-sensitive land uses. “Quiet-design” air compressors and other quieter construction equipment shall be used when feasible and when such technology/equipment is commercially available. (DEIR, page 3.11-20)

We have the following comments on each portion of this set of mitigation measures:

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- Comment on “Construction Equipment” Mitigation:** Regarding stationary construction equipment, the noise impact analysis provides no indication that stationary equipment will even have a significant impact. As such, the usefulness and efficacy of this measure is in question. Therefore, offering this mitigation measure as the sole functional noise reduction measure seems to potentially distract and ignore other potentially significant sources of construction noise. We expect that there are many mobile sources of construction noise. And the DEIR provide no evidence or explanation to demonstrate that mobile sources of construction will not have a significant impact. This mitigation measure ignores them. Furthermore, there is no information or analysis that demonstrates that this noise reduction measure would actually reduce noise to a less than significant level. Thus, the final conclusion that the noise impact would be less than significant with mitigation is unsubstantiated.



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2. **Comment on “Construction Scheduling” Mitigation:** Though limiting construction hours to daytime activities is a worthwhile intent, this mitigation measure has little weight as it only applies “*as feasible*” [emphasis added]. The DEIR even indicates that nighttime construction could occur (DEIR, Section 3.11.3.1, page 3.11-19, last paragraph). For construction activities that must occur at night, the DEIR provides no analysis and no additional controls, limitations, or mitigation measures to reduce nighttime construction noise to a less than significant level. Therefore, the DEIR’s construction mitigation is inadequate to address nighttime noise impact. This lack of sufficient controls for construction schedules is particularly glaring given the established protocols of the City of Oakland. The City of Oakland Standard Conditions of Approval³ limits general construction activities to 7am to 7pm, Monday through Friday, and 9am to 5pm on Saturday. And the Noise Ordinance of the Oakland Municipal Code includes strict noise level limits (Section 17.120.050) for nighttime construction activities that might be approved by the City. See our Comment 2.D below for additional notes regarding nighttime noise.

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3. **Comment on “Monitor Construction Noise” Mitigation:** The “wait and see” approach taken by this mitigation measure is insufficient to fulfill the intent of identifying significant impacts and implementing effective mitigation measures to reduce noise before the community is exposed to excessive noise. The DEIR indicates that “the Proposed Project would result in a potentially significant impact from on-site construction noise” (DEIR, page 3.11-20). Then, this mitigation measure states that “actual construction methods may not be as intrusive as currently assumed in this analysis” (DEIR, page 3.11-20, paragraph 4). Upon this “wishful thinking” the DEIR proposes to implement continuous noise monitoring. And only after the Project construction is confirmed to generate excessive noise will effective noise reduction measures be implemented. Meanwhile, the construction continues to expose people to excessive noise during the potentially lengthy process developing further mitigation measures, pricing and feasibility studies are performed, and submitting the measures through an approval process. This mitigation approach appears symptomatic of the DEIR’s apathetic approach to studying construction noise on the whole. This construction noise mitigation approach is inadequate. Instead, the construction noise impact analysis should identify the specific sources or activities that are expected to generate significant construction noise and then develop specific, effective, and feasible noise reduction measures that would reduce noise to a less than significant level.

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In summary, the proposed mitigation measures are inadequate as they fail to protect the community from excessive noise before it occurs. In addition, the mitigation fails to include effective measures that would reduce all significant impacts by apparently failing to mitigate mobile construction sources and failing to address the substantial concern of nighttime construction noise.

³ Reference: <https://www.oaklandca.gov/resources/planning-and-building-forms-planning-and-building-applications>



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#2.D – The DEIR Fails to Address Nighttime Construction Noise

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Due to the special sensitivity of communities to excessive nighttime noise, we are providing additional detailed comments that highlight the related problem with the DEIR.

The DEIR includes the City of Oakland Municipal Code regulation on nighttime construction noise in the Regulatory Context section and references Table 3.11-5 (DEIR, page 3.11-9, paragraph 2). The DEIR also indicates that nighttime construction activity could occur, as excerpted below:

It is possible that some construction activities would be scheduled during nighttime hours. Examples of possible nighttime construction activities may include those that cannot stop until completion, such as large concrete pours, or when it is safer and more efficient to complete airfield improvement work late at night when aircraft activity levels are low.” (DEIR, Section 3.11.3.1, page 3.11-19)

However, the DEIR fails to analyze the potential impact of nighttime construction activities. The related construction noise mitigation measure that addresses “construction scheduling” (DEIR, page 3.11-20) seems to encourage daytime activities instead of nighttime activities, but the phrase “as feasible” used in the mitigation measure still allows for nighttime construction to occur. Since nighttime construction is possible and apparently likely (based on the statement excerpted above, DEIR page 3.11-19), the noise it would generate should be appropriately analyzed, compared to the City of Oakland standards, and effective mitigation developed and incorporated into the DEIR.

#3 – COMMENTS ON TRAFFIC NOISE

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Similar to the construction noise analysis, technical background information on the traffic noise analysis is not provided. No vehicular data or noise model inputs are provided in the DEIR. Again, the analysis results are summarized in a table with almost no detail on how the calculations were performed. As with construction, the DEIR should “show their work” in order to allow for necessary public review of potential traffic noise impacts.

* * *

Should you have any questions, please call.

Best,

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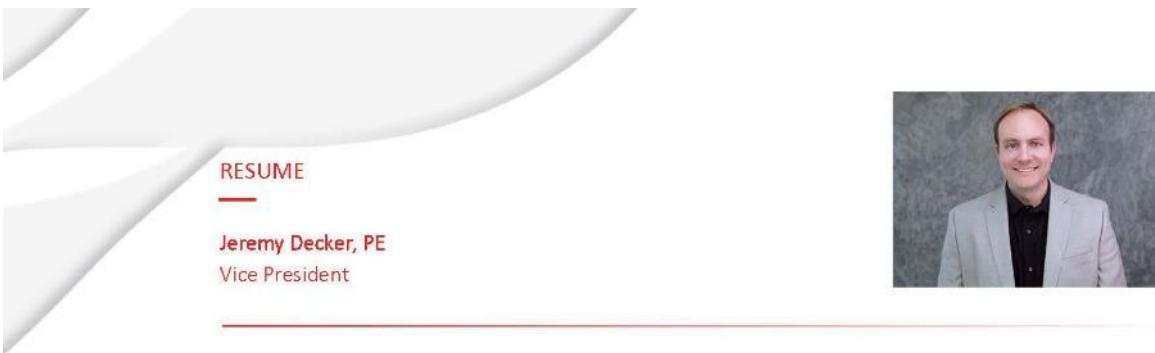
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P/2023-10-16 Acoustical Review 23-0196-OAK PR
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RESUME

Jeremy Decker, PE

Vice President

Mr. Decker has been an acoustical consultant with Salter since 2005. His areas of expertise include environmental noise studies (of several types), municipal master planning and noise control policies, acoustical monitoring, architectural acoustics, machinery and mechanical system noise reduction, and vibration analyses. He has consulting experience in the development and peer review of environmental noise impact analyses for public, industrial, and other commercial projects.

Project Experience

- Idaho-Maryland Gold Mine DEIR Peer Review, Nevada County, CA
- Southern California International Gateway FEIR Peer Review, Long Beach, CA
- Kern County Oil & Gas DEIR/FEIR/SEIR Peer Review, Kern County, CA
- Cottonwood Sand Mine DEIR Peer Review, San Diego, CA
- Bay Delta Conservation Plan/California WaterFix FEIR Peer Review, CA
- Redondo Beach Power Plant Noise Impact Peer Review, Redondo Beach, CA
- Caldecott Tunnel 4th Bore Noise Impact Study, East Bay Area, CA
- Kaneohe/Kailua Sewer Tunnel Construction Noise Study, Kailua, HI
- Warner Ranch DEIR Peer Review, San Diego County, CA
- San Francisco Fire Dept. Water Supply Facility, San Francisco, CA
- FedEx Distribution Center Noise Impact Studies, Various Cities, CA, AZ, TN
- NRG Cogeneration Facility Noise Impact Study, San Francisco, CA
- Kaiser Permanente Construction Noise Study, Oakland, CA
- Mammoth Ice Rink EIR Peer Review, Mammoth Lakes, CA
- Fivepoint Amphitheater Noise Impact Study, Irvine, CA
- Related Santa Clara Noise and Vibration Studies, Santa Clara, CA
- Saltworks Site EIR, Redwood City, CA
- Egbert Data Center EIR, San Francisco, CA
- Fresno General Plan Update and EIR, Fresno, CA
- Daly City General Plan Update and EIR, Daly City, CA

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ATTACHMENT C

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October 16, 2023

Ref 1342

Carmen J. Borg
 Shute, Mihaly & Weinberger LLP
 396 Hayes Street
 San Francisco, CA 94102-4421

Re: Review of Air Quality/GHG Portions of Draft EIR for Oakland International Airport Terminal Modernization and Development Project

Dear Ms. Borg:

Per your request, Tamura Environmental, Inc. has reviewed the air quality and greenhouse gas (GHG) portions of the Draft EIR for the Oakland International Airport (OAK) Airport Terminal Modernization and Development Project. Our review revealed several issues with the DEIR, including but not limited to the following:

1. The DEIR has not quantified the air emissions impacts or assessed the significance of the proposed project. Instead, the DEIR makes an unsupported assumption that the difference between projected 2038 emissions—which it identifies will occur with or without the project—and 2019 emissions is a conservative estimate of the project's impacts on operational emissions. However, since operational emissions in 2038 are actually lower than they are in 2019 for some pollutants—i.e., Toxic Air Contaminants (TACs) and carbon monoxide (CO)—whereas building the project will clearly increase those emissions compared to the no-build scenario—the assumption is not conservative for those pollutants. The estimated NO_x increase of 3,061 lb/day is over 56 times the Bay Area's significance threshold of 54 lb/day, and while NO_x is of concern primarily because it is an ozone precursor, no context is provided with regard to how much of a difference this might make in ozone levels. 97
2. The DEIR mistakenly indicates that the only currently applicable air quality plan is Bay Area Air Quality Management District (BAAQMD) 2017 Air Quality Plan.¹ Nonattainment areas such as the Bay Area are also subject to Federal requirements to (a) have a State Implementation Plan (SIP), and (b) conduct a formal determination of General Conformity with that SIP for projects like this one. The DEIR has omitted any mention of a SIP General Conformity determination. 98
3. The DEIR does not satisfy the CEQA requirement to describe and consider mitigation measures which could minimize significant adverse impacts. 99

¹ DEIR pp. 3.3-4 and -31

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4. The DEIR does not even mention the term “environmental justice”, let alone address it as identified in Chapter 2 of BAAQMD’s CEQA Air Quality Guidelines (“Best Practices for Centering Environmental Justice, Health, and Equity”).

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5. The DEIR documentation of the emissions calculations is incomplete and indicates that several emissions may be missing and/or underestimated.

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6. Multiple studies have identified significantly elevated numbers of ultrafine particulates (UFP) within 500-900 meters of airports, and health impacts associated with elevated UFP.

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The remainder of this letter discusses these comments (and others) in more detail.

1. Project Impacts

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The proposed project would address constraints on the airport’s ability to handle increased air traffic volumes by expanding the number of gates,² expanding various areas,³ accommodating increased air cargo tonnage,⁴ and increasing the number of parking spaces.⁵ Therefore, the assessment of the project’s impacts needs to incorporate the fact that it is enabling an increase in air traffic volumes (and associated emissions of all pollutants) relative to the no-build case.

Projected “unconstrained” air traffic volumes go up year after year, but if the airport is not expanded to be able to accommodate that unconstrained demand, then eventually

- congestion and delays increase,
- aircraft operators react to the congestion and delays, and
- the future air traffic volumes that the airport handles are “constrained”—i.e., lower than the unconstrained air traffic volumes.

The project impact therefore needs to reflect the difference between the “constrained” volume associated with the current facilities and the higher volumes that the airport would be accommodating if the project were approved.

However, the DEIR does not evaluate constrained demand (as has been done for other airport projects⁶) and does not even identify the year in which the existing airport would start to have

² “Upon the completion of these passenger terminal project components, OAK would have a total of up to 45 aircraft gates, which is a total net increase of 16 over the number of existing aircraft gates.” (p. 2-16)

³ “The modernization would result in a total of approximately 722,000 square feet, an increase of approximately 81,600 square feet in Terminals 1 and 2... [including]... expansion of Terminal 2 ticketing/check-in area... expansion of Terminal 1 international baggage claim... [and] expansion of the international arrivals facilities in Terminal 1.” (p. 2-17)

⁴ “Project Component S-1, along with Project Component S-4, would accommodate the forecast increase in air cargo tonnage.” (p. 2-23)

⁵ The Proposed Project would create approximately 1,047 new parking spaces.” (p. 3.2.14)

⁶ See, for example, Ricondo & Associates, “Constrained Demand”, Section 4 of “LAX Airfield and Terminal Modernization Project, Draft Activity Forecasts Report, August 2020, which was in [Appendix B to the Draft EIR for the LAX Airport and Terminal Modernization Project, State Clearinghouse No. 2019049020, October 2020](#).

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constrained air traffic. Instead, it evaluates impacts out to 2038—a year in which it claims that the airport’s existing facilities can still handle the projected unconstrained volumes—and asserts that the changes in the airport’s emissions between 2019 and 2038 are a conservative estimate of the project’s impacts.⁷ No reasoning is provided to support this assertion, and since emissions of carbon monoxide (CO) and Toxic Air Contaminants (TACs) are shown to *decrease* over that time period⁸—whereas the impact of a project’s enabling additional air traffic volumes is to *increase* them—the assertion clearly isn’t true for those pollutants.

The DEIR does identify a very significant emissions increase for NO_x: i.e., 3,061 lb/day, which is over 56 times higher than the BAAQMD significance threshold of 54 lb/day. However, NO_x is primarily of interest because it is an ozone precursor, and the Bay Area is classified as a nonattainment area for ozone. Per the California Supreme Court’s Friant Ranch decision that requires context for impacts,

“The raw numbers estimating the tons per year of ROG and NO_x from the Project do not give any information to the reader about how much ozone is estimated to be produced as a result. Therefore, the disclosure of the health impacts associated with exposure to 0.10 to 0.40 ppm of ozone is not meaningful within the context of the Project because the reader has no idea how much ozone will be produced.”⁹

Estimation of the extent of ozone formation from NO_x (via photochemical grid models) is complex and typically not required for smaller NO_x increases; however, for larger increases like airport expansions, it has been done: for example, a Supplemental Analysis for the recent San Jose Mineta Airport Master Plan EIR identified that a NO_x increase of 5,643 lb/day—comparable to the 3,061 lb/day identified in the DEIR for this project—corresponded to ozone increases of up to 1.87 parts per billion (ppb) (8-hour average).¹⁰ For context, the ozone air quality standard is 70 ppb (8-hour average), and the BAAQMD’s latest published air quality summary shows maximum readings of the Oakland and Oakland-West air quality monitors as being 72 and 73 ppb, respectively.¹¹ The DEIR fails to include any discussion or analysis of the health implications associated with the Project’s impacts related to the significant increase in NO_x and corresponding ozone increases.

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⁷ For example, see pp. ES-3, 2-6, 2-7, and 3.3-22.

⁸ The DEIR does not summarize TAC emissions, but the health risk assessment based on the TAC emissions shows negative values, which “indicate that the combined construction and incremental operations impacts over the receptor’s exposure period would be less than the impacts associated with the 2019 existing conditions exposures” (p. 3.3-39). The decrease in TAC appears to be due to decreases in ROG emissions from ground service equipment and ground access vehicles between 2019 and 2038.

⁹ *Sierra Club v. County of Fresno* (Dec. 24, 2018) 6 Cal.5th 502, Dec. 24, 2018, p. 21.

¹⁰ Ramboll US Corporation, Mineta San Jose Airport Supplemental Air Quality Impacts Analysis, San Jose, California, October 2019 (available from <https://www.sanjoseca.gov/Home>ShowDocument?id=61650>), Appendix B, p. 9.

¹¹ BAAQMD, “Bay Area Air Pollution Summary—2019”.

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2. Nonattainment Area State Implementation Plans (SIPs) and General Conformity

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The DEIR mentions that the Bay Area is an ozone nonattainment area, but fails to identify the area's corresponding State Implementation Plan (SIP)—which is an applicable air quality plan separate from BAAQMD's 2017 Air Quality Plan.¹² To show that projects will not conflict with the SIP, Federal regulations require a formal “General Conformity” determination for projects that aren’t subject to stationary source permitting but which exceed certain emissions thresholds.¹³ The NO_x threshold is 100 tons per year (TPY) for non-serious ozone nonattainment areas like the Bay Area, and the 559 TPY of NO_x emissions identified in the DEIR easily exceed that threshold. The DEIR needs to include a General Conformity determination to illustrate that the project will not conflict with the SIP.

Figure 1 on the following page is a chart of unconstrained and hypothetical air traffic projections that is qualitatively similar in character to those conducted in other projects:⁶ it illustrates that the amount of increased air traffic that the project enables increases year after year (until some point at which the post-project airport’s operations are constrained). The regulations require that the General Conformity must address the year during which the total of direct and indirect emissions from the action is expected to be greatest on an annual basis.¹⁴

3. Mitigation Measures

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Section 15126.4(a) of the CEQA Guidelines requires that “an EIR shall describe feasible measures which could minimize significant adverse impacts”, and that

“When several measures are available...each should be discussed and the basis for selecting a particular measure should be identified.... The specific details of a mitigation measure...may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type of potential action(s) that can feasible achieve that performance standard...”

The DEIR falls far short of these requirements. For air quality, the DEIR only does the following:

- Lists the basic Best Management Practices (BMPs) that BAAQMD has identified for construction dust—required to maintain a “not significant” determination for that dust (implying but not clearly identifying that they would all definitely be implemented);

¹² As identified in footnote 1 on page ES/7 of BAAQMD’s 2017 Air Quality Plan, “The 2017 Plan response to planning requirements pursuant to state law only. The Plan does not address federal air quality planning requirements, nor is it part of a State Implementation Plan for federal air quality purposes.”

¹³ 40 CFR 93 Subpart B

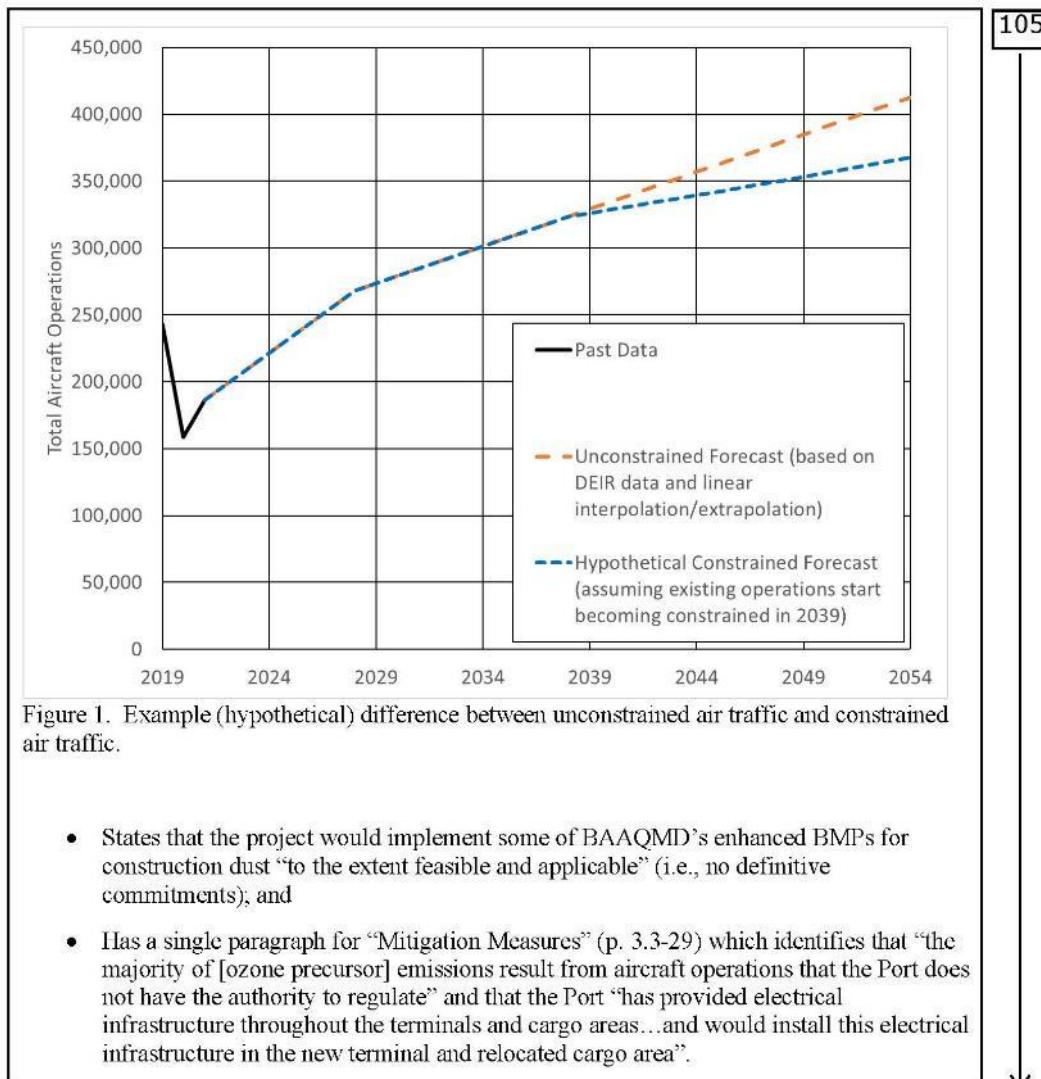
¹⁴ 40 CFR 93.159(d)

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There are a myriad of other potential categories of mitigation measures which have been identified in other airports' expansion project EIRs,¹⁵ which need to be discussed and considered in accordance with the CEQA Guidelines. These include and are not limited to mitigation measures in the following categories:

- More solar power, especially for hot water production, and on-site renewable energy generation
- Requirements for lower-emitting ground support equipment/green procurement program
- Fueling infrastructure for renewable fuels (e.g., diesel, jet)
- Locally resources construction materials, recycle and reuse of construction materials
- Waste reduction/recycling (for GHGs)
- Cool roofs/cool parking (for GHGs)

Some existing regulations in these categories are mentioned in the "Regulatory Context" section of the DEIR (Section 3.7.1.1); however, there are multiple potential mitigation options in each of these categories. Therefore, to the extent that the Port is already implementing mitigation in one or more of these categories, that fact should not be used to "check off the box" that the category is "complete"; instead, potential mitigation measures would look at what other things could be done in those categories. As identified in the CEQA Guidelines mentioned above, when specificity is not feasible at this time, mitigation needs to include commitments, specific performance standards, and identification of types of actions that would feasibly achieve those standards.

For GHG mitigation specifically, additional CEQA guidelines exist:

"...lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emission may include, among others:

- (1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;
- (2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F [to the CEQA Guidelines];
- (3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions; [and]

¹⁵ See, for example, potential mitigation measures identified in LAWA, "Review and Screening of Potential Measures for Reduction of Criteria Air Pollutant and Greenhouse Gas Emissions", Table C.9-1 in [Appendix C to the Draft EIR for the LAX Airfield & Terminal Modernization Project, State Clearinghouse No. 2019049020, October 2020](#).

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(4) Measures that sequester greenhouse gases....”

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The DEIR section on GHG mitigation only lists “Existing and [already] Proposed Initiatives”, most of which are conceptual and lack the commitments, specific performance standards, and identification of the types of actions that would feasibly achieve those standards.

Other types of potential mitigation measures are also identified in the Environmental Justice chapter of BAAQMD’s CEQA Air Quality Guidelines, which is discussed in the section below.

4. Environmental Justice / Cumulative Impacts

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A significant revision in the 2022 version of BAAQMD’s CEQA Air Quality Guidelines is the incorporation of a new section titled “Best Practices for Centering Environmental Justice, Health, and Equity”.¹⁶ The DEIR does not address several aspects of this chapter, including but not necessarily limited to the following:

- The DEIR section that describes the environmental setting for air quality (Section 3.3.2) does not show the boundaries of the East Oakland AB 617 community, identify the fact that the project itself appears to be within that AB 617 community, or identify the factors that led to it being designated as an AB 617 community.¹⁷
- The DEIR’s health risk assessment (HRA) and section on cumulative impacts for air quality (Section 5.4.2) do not evaluate project impacts along with background concentrations (which result from sources that include but are not limited to those associated with current airport activity); instead, they evaluate health risk in 2038 relative to health risk in 2019 (and determines that it decreases). The existing background concentrations are particularly relevant to this community’s designation as an AB 617 community.
- The DEIR section on mitigation for air quality (p. 3.3-29) does not center environmental justice through its mitigation plan (as described on page 2-17 of BAAQMD’s Guidelines) or consider the types of mitigation examples identified on page 2-17 through 2-20 of the BAAQMD Guidelines.

¹⁶ BAAQMD, “Best Practices for Centering Environmental Justice, Health, and Equity”, Chapter 2 of California Environmental Quality Act Air Quality Guidelines”, Adopted April 20, 2022.

¹⁷ These factors might include, but are not limited to, the existing air quality context that BAAQMD has attributed to the area – i.e., a potential lifetime cancer risk (associated with air quality) of over 300 in a million (BAAQMD, “Improving Air Quality & Health in Bay Area Communities: Community Air Risk Evaluation Program Retrospective & Path Forward (2004 – 2013), April 2014, Figure 2.6(a), p. 42. As identified in footnote 15 on page 18 of that report, risk estimates using current methodologies are approximately 1.7 times higher than those presented in the report.

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5. Emissions Calculation Methods

The DEIR identifies that the calculation of emissions involves several complex models, the results of which depend on input data and model options. However, essentially none of this information is provided for any of the models, with the exception that Appendix F contains CalEEMod® output files.

Based on the information provided, it appears that there may be some key errors and omissions:

- For assessing toxic air contaminants in jet aircraft particulate matter, the speciation shown in Table E-9 on page E-21 cites only “elements”, indicating that particle-bound naphthalene and other particle-bound polycyclic aromatic hydrocarbons (PAHs) were omitted. (Although the US Navy reference cited¹⁸ includes an analysis of PAH in liquid fuel, it is unclear how this might have been translated into a PM speciation factor.)
- There is no indication that any evaporative emissions from airport fuel storage and transfer operations were included.
- The organic gas profiles used to quantify Toxic Air Contaminant emissions¹⁹ include evaporation from paving and architectural coatings and exhaust, but appear to have left out any TAC emissions from other evaporative emissions (such as evaporation from onroad and off-road mobile sources, and fuel storage/transfer operations).

There also appear to be several documentation deficiencies/errors regarding the emission inventory development, several of which are listed in Table 1 on the following page.

To estimate aircraft emissions, the DEIR identifies that it used FAA’s AEDT3e model. However, this model requires numerous inputs that the DEIR does not provide. This includes (but is not limited to) the average sulfur content of the jet fuel (which is important for SO₂ and PM emissions estimation): based on the ratio of aircraft SO₂ and CO₂ emissions reported in the DEIR, it appears that a sulfur content of approximately 200 ppmw (substantially lower than the ICAO-recommended value of 680 ppmw²⁰) was used, but the DEIR does not identify the specific value used or provide the justification for it.

For PM emissions, the official documentation for the latest version of the “First Order Approximation” (FOA) PM emissions estimation technique (FOA4.0) has the interesting caveats that

¹⁸ Shumway, L.A., Trace Element and Polycyclic Aromatic Hydrocarbon Analyses of Jet Engine Fuels: Jet A, JP5, and JP8, Technical Report 1845, SPAWAR Systems Center San Diego, December 2000.

¹⁹ “Speciation Profiles for PM and TOG”, Table E-9 on p. E-21.

²⁰ [International Civil Aviation Organization \(ICAO\), Airport Air Quality Manual, Doc 9889, Second Edition, 2020](#), p. 3-A1-47.

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Table 1. Documentation deficiencies/errors.

DEIR statements	Comments
“The primary emission models used to develop criteria air pollutant inventories for existing conditions (2019) include: [FAA’s AEDT, CARB’s OFFROAD2017, CARB’s EMFAC2021, AP-42 fugitive dust procedures, CalEEMod, and ACEIT]… Existing conditions construction modeling input and output and spreadsheet calculations are presented in Appendix F.” (p. 3.3-16 and -17)	Appendix F does not include input files for any of the listed models, does not include output files for any of the models other than CalEEMod®, and does not include any spreadsheet calculations. The DEIR does not show input or detail inputs or outputs for any of the other models.
“A description of the assumptions and methodology for estimating Airport emissions are discussed in Section 3.3.1.3 and below.”	Section 3.3.1.3 provides no such discussion. The subsequent pages provide a mostly qualitative overview of a complex series of calculations, none of which are provided anywhere in the DEIR, including Appendix F.
“The ACEIT model was used to generate construction schedules, equipment type, and activity data (i.e., horsepower, hours or miles of use) for airside projects.” (p. 3.3-21)	The DEIR (including Appendix F) does not detail the ACEIT model inputs or assumptions, and does not tabulate the equipment types and activity data output by the model. Several spot checks of the activity data shown in Appendix F match CalEEMod® defaults, indicating that the data are not from ACEIT.
“Construction emissions modeling input and output and spreadsheet calculations are presented in Appendix F.” (p. 3.3-21)	Appendix F contains 867 pages of CalEEMod® output files, with no input files or spreadsheet calculations and no explanation of how these outputs were combined to get the totals in the DEIR.
“Fugitive dust emissions...were estimated using AP-42 Chapter 13 as referenced in the FAA Aviation Emissions and Air Quality Handbook Section A6.2.4.... Fugitive dust emissions were calculated for all project components in CalEEMod. Fugitive dust associated with airside construction components ran in ACEIT were calculated using CARB’s EMFAC off-road model.” (p. 3.3-22)	The cited sources identify different information. Section A6.2.4 of the FAA Handbook identifies the 1.2 tons/acre/month heavy construction emission factor in AP-42 Chapter 13.2.3, but then multiplies this by a quarter of the area worked (“assuming that 25 percent of the construction project area would be disturbed per construction month”) and then multiplies by 0.10 to estimate PM-2.5. CalEEMod® cites equipment-specific emission factors in AP-42 Chapters 13.2.1, 13.2.2, and 13.2.4. Appendix F only includes CalEEMod® output files. EMFAC is an on-road model not an off-road model.
“GSE emissions were calculated using CARB’s EMFAC off-road model.” (p. 3.3-22)	EMFAC is an on-road emissions model that does not address GSE. The quoted statement also conflicts with the statement on page 3.3-23 that “GSE emissions were estimated using emission factors from CARB’s OFFROAD2017 model for 2028 and 2038.”
Table E-9 on p. E-21 identifies that diesel exhaust PM and organics were speciated (based on a 1989 PM profile, ²¹ back when a higher percentage of the PM emissions were black carbon, and a 1991 organics profile for diesel farm equipment ²²)	Page E-41 identifies that diesel emissions were modeled collectively as diesel exhaust rather than speciated.

²¹ The DEIR identifies CARB PM Profile 425 for diesel exhaust PM; [CARB’s PMPROF file](#) identifies this as being from Reference Number 20, and [CARB’s Consolidated List for Speciation Profiles](#) identifies [Reference Number 20 as being a 1989 study](#).

²² The DEIR cites CARB profile 818 for diesel exhaust organic gases; CARB’s ORGPROF file identifies this as being from reference 4; and [CARB’s Consolidated List for Speciation Profiles](#) identifies [Reference Number 4 as being a 1991 study](#).

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- “As with previous versions of the FOA, the FOA4.0 is intended to be used only for emission inventory purposes within the vicinity of airports and should not be relied on where accurate, validated data are required”;²³
- “As the title suggests, FOA4.0 is an approximation.... the user should be aware that not all physical concepts are well understood and data for many of the parameters are sparse.”²⁴

One thing that has been shown in the past is that the FOA estimation of PM based on smoke number has some key inadequacies,²⁵ and it should be clearly identified whether the latest version of the FOA explicitly accounts for these (and if so, how) or not.

The FOA documentation also notes the following:

- “The public availability of standardized measured EIIs for [nonvolatile PM mass]...is expected to improve owing to the adoption of the first ICAO aircraft engine particulate matter emission Standard, applicable from 1 January 2020 to all production turbofan engines with rated thrust greater than 26.7 kN.... As soon as certified nvPM values are publicly available, they should be used in place of the estimated values.”²³

Although several nonvolatile PM values do appear to be publicly available,²⁶ the extent to which these were incorporated into the PM emissions estimation is not clearly identified.

6. Ultrafine Particulate (UFP)

Ultrafine particulates—typically defined as having an effective diameter of 0.1 microns or less—are a subset of fine PM (i.e., PM-2.5, referring to effective diameters microns and smaller). However, PM-2.5 is quantified by mass, and while the mass of the UFP in a given PM-2.5 sample is typically insignificant compared to the total mass of the sample, several researchers have identified that there are measurable health impacts correlated to the *number* of UFP

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²³ Ibid., p. 3-A1-14.

²⁴ Ibid., p. 3-A1-52.

²⁵ Rye et al., Inadequacy of Optical Smoke Measurements for Characterization of Non-Light Absorbing Particulate Matter Emissions from Gas Turbine Engines, *Combust. Sci. Technol.* **184** (2012) 2068-2083, DOI: 10.1080/00102202.2012.697499.

²⁶ See <https://www.easa.europa.eu/en/domains/environment/icao-aircraft-engine-emissions-databank>

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particles,²⁷ which may not be correlated to PM-2.5 mass.²⁸ More important and relevant to this project's DEIR is the fact that UFP numbers have consistently been found to be substantially elevated near airports^{29,30} (and even correlated with aircraft landing activity specifically^{31,32}) and even 10 km downwind of airports,³³ and some researchers have also identified direct acute health impacts associated with those aircraft-specific UFPs.^{34,35}

There are no ambient air quality standards for UFP particle numbers in the United States and there is not an extensive enough databank to build a reliable emission inventory, and accordingly they are often not typically addressed explicitly in CEQA documents. However, given the extent of airport-specific information regarding particle counts and health effects that is available, the available information should be addressed in the EIR: i.e., the CEQA requirement to divulge environmental impacts is not limited to pollutants for which there are standards or inventories. While many questions can be asked regarding the dependence of health effects on UFP particle number versus PM-2.5 mass, the distribution of particle sizes, chemical composition, duration of exposure, etc., these were all well-documented studies focused on airports specifically and are not “speculation” (forbidden in CEQA documents per 14 CCR 15145).

²⁷ See for example Schraufnagel, The health effects of ultrafine particles. *Experimental & Molecular Medicine* **52** (2020) 311-317; Diaz et al., Summary of Health Research on Ultrafine Particles, Washington State Department of Health Report DOI 334-454, November 2019; Samoli et al., Meta-analysis on short-term exposure to ambient ultrafine particles and respiratory morbidity, *European Respiratory Review* 2020 **29** 200116; DOI: 10.1183/16000617.0116-202; Baldauf et al., Ultrafine Particle Metrics and Research Considerations: Review of the 2015 UFP Workshop, *Int. J. Environ. Re. Public Health* **13**, 1054, doi:10.3390/ijerph13111054; Lin et al., Particle surface area, ultrafine particle number concentration, and cardiovascular hospitalizations, *Environmental Pollution* **310** (2022), 119795; Marval and Tronville, Ultrafine particles: A review about their health effects, presence, generation, and measurement in indoor environments, *Building and Environment* **216** (2022) 108992; Moreno-Rios et al., Sources, characteristics, toxicity, and control of ultrafine particles: An overview, *Geoscience Frontiers* **13** (2022) 101147;

²⁸ See for example A Lorelei de Jesus et al., Ultrafine particles and PM2.5 in the air of the cities around the world: Are they representative of each other? *Environment International* **129** (2019) 118-135, <https://doi.org/10.1016/j.envint.2019.05.021>.

²⁹ See for example US EPA, Near-Source Impacts on Air Quality and Public Health, Section III.D. of “Control of Air Pollution From Aircraft Engines: Emission Standards and Test Procedures”, 87 Federal Register 6324, February 3, 2022, pp. 6332-6333, and references cited therein;

³⁰ P. Fine, A. Polidori, and S. Teffera, “General Aviation Airport Air Monitoring Study”, South Coast Air Quality Management District, Final Report for the US EPA Region IX (San Francisco, CA), August 2010

³¹ Subhasis Biswas, Philip M. Fine, Michael D. Geller, Susanne V. Hering & Constantinos Sioutas (2005) Performance Evaluation of a Recently Developed Water-Based Condensation Particle Counter, *Aerosol Science and Technology*, **39**:5, 419-427, DOI:10.1080/027868290953173

³² Dane Westerdahl, Scott A. Fruin, Phillip L. Fine, Constantinos Sioutas, The Los Angeles International Airport as a source of ultrafine particles and other pollutants to nearby communities, *Atmospheric Environment*, **42**(13), 2008, Pages 3143-3155, ISSN 1352-2310, <https://doi.org/10.1016/j.atmosenv.2007.09.006>.

³³ Hudda, N., Gould, T., Hartin, K., Larson, T. V., and Fruin, S.A., Emissions from an International Airport Increase Particle Number Concentrations 4-fold at 10 km Downwind,” *Environ. Sci. Technol.* **2014**, 48(12), 6628-6635.

³⁴ Habre et al., Short-Term Effects of Airport-Associated Ultrafine Particle Exposure on Lung Function and Inflammation in Adults with Asthma, *Environ Int.* 2018 September, **118**: 48–59. doi:10.1016/j.envint.2018.05.031

³⁵ Lammers et al., Effects of short-term exposures to ultrafine particles near an airport in healthy subjects, *Environment International* **141** (2020) 105779.

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In summary, the DEIR has several important deficiencies that need to be addressed. Please contact me at (707) 773-3737 or todd@tamuraenv.com if you have any comments or questions regarding this letter.

Sincerely,

TAMURA ENVIRONMENTAL, INC.



Todd Tamura, QEP
Principal

Response to Commenter O-11

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast.
2. **Chapter 3** of the EIR discloses all of the noise, air quality, public safety, water resource, and surface traffic impacts that would occur as a result of the Proposed Project.
3. The commenter requests that the EIR include a parallel taxiway, specifically parallel to Taxiway B, in an updated project description. Project Component A-2: Improvements to Existing Airfield (Adjacent to New Terminal) includes the development of new taxilanes and/or taxiways on all sides of the new terminal apron (**Section 2.6.3**) to support efficient operations and limit the potential for congestion on the airfield. Within this component, the proposed new taxiway and taxilane would be east of and parallel to Taxiway B for the full length of the proposed new terminal. The EIR is consistent with the Master Plan in both the location of the proposed new terminal and the inclusion of this related airside element.
4. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. For further discussion on the aviation forecast, see Global Response A: Aviation Forecast.

Every section in **Chapter 3** of the EIR provides the background, significance thresholds, and methodologies for conducting the analyses. Each analysis provides information to back up the conclusions presented in the EIR. Mitigation measures are identified for those impacts that are considered to be significant.

For a discussion of alternatives, see Global Response I: Alternatives.

The commenter's statement regarding the need to recirculate the EIR is acknowledged. Refer to Global Response J: Addition of New Information for a discussion on CEQA Guidelines as they pertain to recirculation.

5. The commenter states that the planning horizon for the Master Plan concludes in 2025. As noted in Section 8.1 of the 2006 Master Plan, the year 2025 was used to represent a long-term planning horizon. The Master Plan document does not expire, and it remains valid in its vision for the future development of OAK. The descriptions and land use diagrams in the 2006 Master Plan include the relocation of the air cargo building, and the provision of a new terminal for a total airport gate count of 46 to 50 gates to accommodate 18 to 20 MAP. An "extension" or update of the 2006 Master Plan is not warranted as the 2006 Master Plan is still valid.
6. See the response to Comment #3 of this letter. As noted in the response to Comment #3, the language identifying the provision of new taxilanes and/or taxiways on all sides of the new terminal apron in Project Component A2 in the Project Description in the EIR is adequate and consistent with the Master Plan. Regarding the commenters request for an updated simulation report and analysis using an updated forecast and projections, the Port conducted an airfield capacity study in 2009 and updated the analysis to include the latest fleet mix assumption, demand scenarios, and conceptual airfield layout, consistent with the Project Description in **Chapter 2** of the EIR. Both the original 2009 study and the updated analysis demonstrate sufficient airfield capacity to support the Proposed Project.
7. See responses to Comments #1 and #4 of this letter. Also see Global Response C: Baseline Year and Global Response A: Aviation Forecast.

8. See response to Comment #4 of this letter.
9. The commenter incorrectly states that the EIR uses both a 2019 baseline and a 2021 baseline for its CEQA analysis. Page 3 of **Appendix C**, Comprehensive Aviation Activity Forecast Report, cited by the commenter, clearly states that the baseline year for CEQA analysis is 2019. Pages 74 and 94 of **Appendix C**, cited by the commenter, provide additional information for 2020 and 2021, but do not purport to change the CEQA baseline. The EIR consistently states throughout that the baseline for analysis of operational impacts of the Proposed Project is 2019. Please see EIR **Sections 3.3, 3.7, 3.11, 3.13 and 3.14**.
10. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics.

The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.

11. See response to Comment #1 of this letter and Global Response A: Aviation Forecast.
12. The commenter's statement regarding whether aircraft operations would increase regardless of whether or not the Proposed Project is implemented is acknowledged. See also Global Response A: Aviation Forecast.
13. See response to Comment #3 of this letter.
14. See response to Comment #3 of this letter.
15. See response to Comment #1 of this letter and Global Response A: Aviation Forecast.
16. The commenter's statement regarding the adequacy of the description of the Proposed Project is acknowledged. See also the responses to Comments #1 and #3 of this letter.
17. See response to Comment #4 of this letter.
18. The EIR relies on well-established and accepted significance thresholds for determining noise impacts. **Section 3.11** and **Appendix L** of the EIR provides substantial evidence regarding the change in noise exposure levels that would occur as a result of the Proposed Project. The analysis relies on scientific data to conclude that no significant noise impacts would occur. The commenter's suggestion that subjective perceptions of noise be used in determining significance would require the Port to not base conclusions regarding significance on scientific analysis but rather personal observations about the significance of noise impacts. This approach would render any scientific analysis moot and allow for personal perceptions and observations to dictate the significance of an impact. This is counter to CEQA requirements that objective analysis be provided.

The approach to analyzing aircraft noise is the standard that has been used and accepted for aviation projects throughout California. The significance thresholds are those that have been approved by and required by the FAA. To not use these established thresholds would require that the Port develop other standards that the FAA does not support.

19. The commenter's characterization of the Port's understanding of the perception of noise associated with aircraft operations at OAK is not correct. The Port does recognize that the public perceives the noise as being disruptive to their community. For more than 50 years, the Port has developed programs to minimize noise impacts on surrounding communities. Long before the current sophisticated noise-monitoring system was installed, airport management met regularly with aircraft operators, the FAA, and community representatives to develop noise abatement procedures. Today the Port continues to meet with these groups in order to find ways to balance various concerns, such as noise and other environmental issues, while maintaining safety as its number one priority. In addition, pilot education continues to be an important part of the Port's noise abatement program. However, because the Proposed Project would not result in a significant impact related to aircraft noise, mitigation measures are not required or warranted.

Appendix M of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK. This study estimates the degree of sleep disturbance (analyzed as the number of awakenings between 10 p.m. and 7 a.m.) at locations in the vicinity of OAK. Residents in the vicinity of OAK currently experience awakenings and could continue to experience awakenings in the future.

The Port acknowledges the noise exposure studies cited by the commenter. The sleep disturbance analysis detailed in **Appendix M** used the single-event noise metric of A-weighted Maximum Sound Level (L_{Amax}) from all modeled aircraft types to evaluate the potential for awakening. The FAA has not adopted the World Health Organization's (WHO's) recommendations. Because of the WHO's recommendations are in terms of nighttime A-weighted Leq they would not be comparable to the single-event L_{Amax} the commenter has cited for the Airbus A321.. As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise.

20. See response to Comment #19 of this letter. In addition, the Port has prepared a Single Event Noise Level analysis, and this is included in the EIR as **Appendix Q**. The aircraft noise contours illustrated in this analysis provide insight as to how certain operations (arrivals or departures) affect noise receivers around OAK. For example, departures tend to expose a larger geographic area to noise at or above the specified levels than arrivals. This is because, when departing, aircraft operate at higher engine power levels and the noise spreads to the sides of the aircraft, creating larger contours to the sides. Arrival noise contours are generally much narrower than the departure contours. This narrowing of the contours relative to

the departure contours occurs because the aircraft are operating under reduced engine power and are lower to the ground, concentrating noise in the areas immediately beneath and to the sides of the aircraft as they descend, rather than dispersing it. See also Global Response D: Noise.

21. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.

Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

22. The Port agrees that CNEL is an average noise level, but it is a logarithmically averaged noise level, which means its resultant value is higher than the arithmetic average noise level and trends toward the maximum single-event noise levels.

FAA requires the use of annual average daily (AAD) aircraft operations in noise impact determination/computation of CNEL.

CNEL utilizes SELs (actually, Single Event Noise Equivalent Levels (SENELs), a cousin of SEL) in its calculation. CNEL adjusts those SELs for the time of day in which they occur, weighting them (adding to them) by nearly 5 dB if they occur during evening hours when people are talking and having dinner, and by 10 dB if they occur during nighttime hours when people are usually sleeping.

The original sleep disturbance analysis detailed in **Appendix M** used the single-event noise metric of A-weighted Maximum Sound Level (LA_{max}) from all modeled aircraft types to evaluate the potential for awakening. A supplemental sleep disturbance analysis, also included in **Appendix M**, used SEL as the noise metric. It should be noted that the FAA has not adopted the World Health Organization's (WHO's) recommendations. Because the WHO's recommendations are in terms of nighttime A-weighted Leq they would not be comparable to the single-event LA_{max} the commenter has cited for the Airbus A321. As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise.

In addition, the Port has prepared a Single Event Noise Level analysis, and this is included in the EIR as **Appendix Q**. The aircraft noise contours illustrated in this analysis provide insight as to how certain operations (arrivals or departures) affect noise receivers around OAK. For example, departures tend to expose a larger geographic area to noise at or above the specified levels than arrivals. This is because, when departing, aircraft operate at higher engine power levels and the noise spreads to the sides of the aircraft, creating larger contours to the sides. Arrival noise contours are generally much narrower than the departure contours. This narrowing of the contours relative to the departure contours occurs because the aircraft are operating under reduced engine power and are lower to the ground, concentrating noise in the areas immediately beneath and to the sides of the aircraft as they descend, rather than dispersing it. See also Global Response D: Noise.

23. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. The use of OAK is under the control of the FAA. While the FAA does provide air traffic control at OAK, the FAA does not have the authority to dictate to the airlines what markets they serve or the frequency of their operations. See also Global

Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

24. See responses to Comments #19 and #20 of this letter.
25. See responses to Comments #18 and #22 of this letter. See also Global Response D: Noise.
26. A consistency analysis regarding the Safety Element of the Alameda General Plan is not warranted because the Proposed Project is wholly located within the city of Oakland. However, no inconsistencies would be anticipated to the City of Alameda's general plan because the growth in passenger enplanements at OAK is forecast based on market demand and occur whether the Proposed Project is implemented or not. Thus, there would be no difference in the "exposure to excessive noise" as a result of the Proposed Project.

With respect to the Alameda County Airport Land Use Plan, the Safety Zones identified for OAK are associated with the existing runways at OAK. Because the Proposed Project would not change any runway configuration at OAK, no changes in the Safety Zones would occur and no additional analysis is warranted.

27. The Port agrees that the 1976, 2001, and 2002 agreements referred to by the commenter remain in effect. The Port continues to comply with its obligations under those agreements, including obligations associated with the noise abatement program and will document the Port's continued commitment to the program. The Port disagrees with the commenter's statement that the EIR is inadequate to support any amendments to the existing agreements, or new agreements, that might arise from approval of the Proposed Project. The EIR contains detailed analyses that identifies the impacts of the Proposed Project and identifies measures to reduce the magnitude of impacts to a less than significant level. These analyses could be the basis for any amendments to existing agreements or the adoption of any new agreements.
28. For updated information describing how the Port implements and has supplemented its noise commitments in the 1976, 2001, and 2002 agreements, see Global Response D: Noise.
29. See response to Comment #23 of this letter.
30. **Section 3.11.3.2** of the EIR indicates that the change in future aircraft operations noise conditions (i.e., in 2028 and 2038) compared to existing conditions is attributable to forecast passenger activity and aircraft operations that are anticipated to occur at OAK with or without the Proposed Project. Therefore, the

Proposed Project would be the same as future conditions without the Proposed Project in terms of the number of aircraft operations, the type of aircraft operating, and the timing of aircraft used at OAK. For a further discussion of forecast operations, see **Section 2.4** and **Appendix C** of the EIR and Global Response A: Aviation Forecast. As a result, the number of aircraft operations for the future No Project Alternative and the Proposed Project are the same and the noise contours for both scenarios are the same. **Figures 3.11-5 and 3.11-6** show the CNEL 65 dB noise contours associated with the No Project Alternative and the Proposed Project for 2028 and 2038, respectively. As shown in **Tables 3.11-13 and 3.11-15**, the number of noise-sensitive land uses under future years 2028 and 2038 would be the same for both the No Project Alternative and the Proposed Project.

In addition, the Port has prepared a Single Event Noise Level analysis and this is included in the EIR as **Appendix Q**. The aircraft noise contours illustrated in this analysis provide insight as to how certain operations (arrivals or departures) affect noise receivers around OAK. For example, departures tend to expose a larger geographic area to noise at or above the specified levels than arrivals. This is because, when departing, aircraft operate at higher engine power levels and the noise spreads to the sides of the aircraft, creating larger contours to the sides. Arrival noise contours are generally much narrower than the departure contours. This narrowing of the contours relative to the departure contours occurs because the aircraft are operating under reduced engine power and are lower to the ground, concentrating noise in the areas immediately beneath and to the sides of the aircraft as they descend, rather than dispersing it.

31. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

32. The construction noise analysis includes all of the anticipated construction equipment for each stage of construction. To help clarify what was included in the analysis, a table has been added to **Appendix L** and reference to this appendix made in **Section 3.11** for the reader to see additional detail such as equipment type, source levels, and other details.

The enforcement mechanism is completed via continuous noise monitoring during construction. This mitigation measure in **Section 3.11.3.1** of the EIR has been revised to include a statement that baseline sound levels will be monitored at the compliance locations prior to the start of construction to establish a baseline to

compare against for the 5 decibel (dB) increase threshold. At this time the construction information is preliminary and the actual construction approach may be different than what is assumed. For this reason, the EIR states that the construction contractor would be required to provide the specific details as to how they will ensure impact thresholds are not exceeded.

33. Traffic data for the construction effort was analyzed relative to existing traffic levels on area roadways. As a point of reference, traffic volumes would need to double to result in a 3 dB increase in noise associated with surface traffic. As shown in **Section 3.13** of the EIR, the number of construction vehicles would not result in a doubling of traffic volumes on roadways in the OAK vicinity. The significance threshold identified in the EIR for construction-related traffic noise impacts is an increase of 5 dB. Because traffic would not double on area roadways, any increase in noise resulting from construction-related traffic would be below 3 dB, which is below the significance threshold of 5 dB. Therefore, construction-related traffic noise impacts would not be significant.
34. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and greenhouse gas emissions, respectively, associated with the Proposed Project. Any additional emissions associated with the Proposed Project compared to the existing conditions are based on anticipated market demand. See Global Response A: Aviation Forecast.

Construction and aircraft operational Best Management Practices (BMPs) and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3** of the EIR.

35. See response to Comment #21 of this letter.
36. A discussion of the air quality methodology and summary of the results are presented in **Section 3.3.2.3** of the EIR and **Appendix F**. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft are estimated using the FAA AEDT model are discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. Construction emissions were discussed in **Section 3.3.2.3** of the EIR and compared to BAAQMD Thresholds of Significance and were below those thresholds for all years of construction. For a detailed description on the calculations used in the models, please refer to "Appendix C, Emission Calculation Details for CalEEMod" located at https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf and "Aviation Environmental Design Tool (AEDT) Version 3e Technical Manual" located at https://aedt.faa.gov/Documents/AEDT3e_TechManual.pdf.
37. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. While

OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.

The air quality analysis was conducted consistent with FAA methodologies and assumptions using the FAA approved AEDT model and approved aircraft operational forecasts.

38. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model as discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. The build out year is the first full year in which the Proposed Project would be fully operational, so is the appropriate year in which to evaluate operational impacts. Additionally, the aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast and response to Comment #36 of this letter.
39. Mitigation measures have been identified, where available, for each resource area that may be affected by the Proposed Project. As discussed in **Section 3.3.3.3** of the EIR, the Port is committed to mitigation plans including the BMPs for construction and operations. Construction and aircraft operational Best Management Practices (BMPs) and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3** of the EIR. **Section 3.7.3** of the EIR discusses GHG and mitigation. See also Global Response G: Greenhouse Gas and Climate Change

for a discussion on mitigation measures related to GHG emissions. In addition, the air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines, as identified in the Air Quality Protocol in **Appendix F**.

40. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and OEHHA. These procedures reflect the current state of risk evaluation science and incorporate local meteorological effects on TAC concentrations, age-related health exposure parameters, significant conservatism – detailed in Section E.5, Uncertainties, in **Appendix E** and other factors to be protective of sensitive populations. See Global Response F: Human Health Risk Assessment for additional detail regarding the HHRA methodology and example data supporting the reduction in TAC emissions despite anticipated growth between the baseline and future Proposed Project conditions.

The comment also declares that serious adverse health effects from gaseous, particulate, and ultrafine particulate (UFP) aircraft emissions, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia, are underexamined. As discussed above, health effects from gaseous and particulate pollutants are evaluated following the current state of risk evaluation science.

With respect to UFPs, in 2022, the USEPA conducted a policy assessment on particulate matter, which determined that current state of science on the health effects of UFPs are limited and not sufficient to inform policy-relevant conclusions. While the policy assessment indicated that exposure to UFPs can be suggestive of various health effects to the cardiovascular, respiratory, and nervous systems, no causal or likely causal effects for UFPs were specifically identified.²⁴ The USEPA assessment also indicated complications to evaluating health effects of UFPs due to lack of data monitoring, inconsistency in experimental studies as to the definition of UFPs (USEPA defines UFPs as particles <1 micrometer (μm) in aerodynamic diameter), and nonuniform and inconsistent exposure metrics. For these reasons, UFPs are not routinely monitored or regulated by local, state or federal governments.

A significant limitation to airport epidemiological studies on the health effects of UFPs is that the studies commonly treat individuals and populations living in the immediate vicinity of an airport as similar to those living farther from airports. In reality, the time of residence, race, socioeconomic status, smoking behavior, age of

²⁴ U.S. Environmental Protection Agency (USEPA), Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, EPA-452/R-22-004. (2022). Retrieved from: https://www.epa.gov/system/files/documents/2022-05/Final%20Policy%20Assessment%20for%20the%20Reconsideration%20of%20the%20PM%20NAAQS_May2022_0.pdf.

housing, jobs, genealogical health histories, fraction of time spent outdoors, home air treatment systems, and other factors can influence health effects and often differ between individuals and populations evaluated in studies. Significant differences in one or more of these factors in studied populations can make the results of such studies difficult to interpret and draw causal connections. Airport studies to date have not been able to assess actual exposure of individuals, and a residence's distance from an airport a crude and unreliable measure of exposure due to the influence of wind speed and direction, terrain, buildings, time spent indoors and out, time spent away from the airport at work or school, and other factors.²⁵

41. Operational and construction emissions were compared against the CEQA significance thresholds for the Bay Area consistent with the 2017 BAAQMD CEQA guidelines and methodology discussed in **Section 3.3** of the EIR. General conformity of the Proposed Project will be evaluated during the federal National Environmental Policy Act (NEPA) process as it is not a State requirement.
42. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model as discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. For a discussion on the methodology of the HHRA, see Global Response F: Human Health Risk Assessment. For a discussion on the Port's involvement with the East Oakland chapter of the AB 617 Community Air Protection Program, Global Response E: Environmental Justice and Community Engagement.
43. See response to Comment #38 of this letter and Global Response G: Greenhouse Gas and Climate Change.
44. See response to Comment #38 of this letter and Global Response G: Greenhouse Gas and Climate Change.
45. See response to Comment #38 of this letter and Global Response G: Greenhouse Gas and Climate Change.
46. See response to Comment #34 of this letter and Global Response G: Greenhouse Gas and Climate Change.
47. See response to Comment #38 of this letter and Global Response G: Greenhouse Gas and Climate Change.
48. See response to Comment #37 of this letter.
49. The analysis of greenhouse gas emissions in the EIR is consistent with CEQA requirements. As stated in **Section 3.11** of the EIR, State CEQA Guidelines

²⁵ Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 20.

Section 15064.4²⁶ discusses the significance evaluation for GHG emissions. Section 15064.4(a) recognizes that the “determination of the significance calls for a careful judgment” by the lead agency that is coupled with lead agency discretion to determine whether to (1) quantify GHG emissions resulting from a project,²⁷ and/or (2) rely on a qualitative analysis or performance-based thresholds. Appendix G to the State CEQA Guidelines contains two criteria for purposes of assessing GHG emissions.²⁸ As such, for the purposes of this EIR, a significant impact related to GHG emissions would occur if the Proposed Project would:

- 1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (comparable to State CEQA Guidelines Section 15064.4(b)(1)-(2)), or
- 2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs (same as State CEQA Guidelines Section 15064.4(b)(3)).

In accordance with CEQA Guidelines Section 15064.4(b) and the Appendix G criteria, this EIR discloses the extent to which the Proposed Project would increase emission levels relative to existing emission levels associated with operations at the Airport. This EIR also assesses the significance of the Proposed Project’s GHG emissions based on consistency with State, regional, and local GHG reduction plans, and with AB 1279 and its associated implementing 2022 Scoping Plan.

50. As stated in **Section 3.7.3.2** of the EIR, outside of aircraft emissions, the incremental increase in operational GHG emissions in 2028 and 2038 would be approximately 812.59 mtCO₂e and 24,165.02 mtCO₂e respectively. Stationary source emissions would be reduced in 2028 and 2038 as a result of boiler efficiency upgrades. As there are no quantifiable CEQA thresholds relevant to GHG emissions, the Proposed Project GHG emissions impacts have been evaluated as to whether or not the Proposed Project would contribute its “fair share” of what is needed to achieve the State’s long term GHG reduction goals. While the Port would make efforts to include the minimum project design elements identified by BAAQMD (see **Section 3.7.1.2**), because GHG emissions related to aircraft emissions are not under the control of the Port, in future years 2028 and 2038 related to aircraft emissions would be considered potentially significant. With continued implementation of the existing initiatives identified above, the impact could be reduced. Even with these efforts, as discussed in **Section 3.3**, the majority of the Proposed Project’s GHG emission increases would result from forecast market

²⁶ California Natural Resources Agency (CNRA). (2018). *Title 14. Natural Resources*. Retrieved March 2023, from: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf.

²⁷ Ibid. Section 15064.4(c) states that a lead agency may use a model or methodology of its discretion to estimate greenhouse gas emissions resulting from a project. The selection of the model or methodology must be supported with substantial evidence.

²⁸ Ibid. Appendix G Environmental Checklist Form.

demand and related aircraft emissions and the Port does not have the authority to mitigate air pollutant emissions associated with aircraft operations. Therefore, the impact would be significant and unavoidable. See Global Response A: Aviation Forecast and Global Response G: Greenhouse Gas and Climate Change.

Consistency with State, regional, and local GHG reduction plans is shown through the Port's compliance and participation with the existing and proposed initiatives identified in **Section 3.7.3.1** and Global Response G: Greenhouse Gas and Climate Change.

51. See response to Comment #49 of this letter.
52. See response to Comment #49 of this letter.
53. The general study area **Figure 3-1** in the EIR was developed by starting with the Airport's 65 dB noise contours and extending the boundary out to International Boulevard to the north and east and CA-92 to the south. This description has been added to **Section 3.1** of the EIR.
54. As identified in **Section 3.3.2.2**, the air quality analysis used data from the BAAQMD air quality monitor stations shown in **Figure 3.3-1**. As shown in the figure, the monitor stations are located outside of the general study area. The cumulative air quality analysis determined that, even with implementation of any feasible mitigation measures, the Proposed Project would have a potentially cumulatively considerable impact related to criteria air pollutant emissions.
55. The sand and gravel project identified by the commenter is not located within the cumulative study area for the Proposed Project. However, the cumulative air quality analysis determined that, even with implementation of any feasible mitigation measures, the Proposed Project would have a potentially cumulatively considerable impact related to criteria air pollutant emissions. This determination would not change with the addition of the identified project to the list of cumulative projects.
56. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
57. For a discussion on alternatives to the Proposed Project, see Global Response I: Alternatives.
58. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. See Global Response I: Alternatives. As stated in **Chapter 2** of the EIR, to identify industry standard levels of service, the Port used the following sources: International Air Transport Association (IATA), *Airport Development Reference Manual* (ADRM), 11th edition, March 2019; Transportation Research Board (TRB), *Airport Passenger Terminal Planning and Design, Volume 1: Guidebook*, 2010; U.S. Customs and Border Patrol, *Airport Technical Design Standards: Passenger Processing Facilities*, 2006; Transportation Security Administration (TSA), *Planning Guidelines and Design Standards for Checked Baggage Inspection Systems*, 2017;

Transportation Security Administration (TSA), Recommended Security Guidelines for Airport Planning, Design, and Construction, 2011; and TSA, *Checkpoint Design Guide, Revision 4.0*, 2012.

59. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.
60. The comment states that the EIR fails to provide sufficient detail on the size and intensity of the proposed alternatives. As described in Global Response A: Aviation Forecast, the size of the project components, as identified in **Chapter 2** of the EIR, is driven by forecast market demand. Further, it is not the footprint nor the size of the Proposed Project that causes these impacts, but the forecast flights at OAK that result in the identified significant air quality impacts. Given the project objectives are to support the forecast, as shown in **Table 2-2** of the EIR, the gate requirements of the Proposed Project represent the minimum number and size of gates needed to appropriately support the forecast and any alternative proposed would need to be of similar size and scope. Therefore, the EIR clarifies in **Chapter 4.4** that, regardless of the size of the project components, by siting the proposed new facilities in Terminal Development Areas A or C would result in additional significant and unavoidable impacts, including to special status species and wetlands, and in the case of Terminal Development Area C requiring Bay fill.
61. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.

The Proposed Project does not change existing runways or the operational capacity of the existing runways. Any proposed changes in the airfield geometry, such as the layout of aprons, taxilanes, and/or taxiways, would be designed to support the safe and efficient movement of passenger and cargo aircraft to and from the South Field runway. The gate requirements represent the minimum number and size of gates needed to appropriately support the forecast. These proposed changes to airfield geometry do not affect the existing capacity of the Airport's runways; they serve to reduce aircraft delays, congestion, and related idling as aircraft transit to and from the apron areas. The Proposed Project does not change, improve, or expand the runways, or cause a change in the aircraft fleet mix, number of runway operations, time of runway operations, or airspace procedures. In summary, the Proposed Project would not increase runway capacity but would rather

- accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
62. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.
 63. As stated in **Section 4.4.2**, the Terminal 1 ticketing and baggage claim building (M101) would require major retrofitting to meet current seismic and fire code standards if it is to be occupied. However, simply upgrading Terminal 1 to meet current codes would be inadequate to meet Factor 1 Screening criteria. The shallow depth of the Terminal 1 ticketing and baggage claim building (M101) does not accommodate modern passenger and airline processing areas, including airline check-in operations and in-line baggage screening system required to meet TSA standards. The option of expanding Terminal 1 toward the airside to achieve these minimum requirements of current functions would be restricted by site conditions, such as grade differences, airside operations, and other existing support facilities and operations. The option of expanding Terminal 1 toward the roadways would negatively affect roadway operations and would effectively block the visibility of the historic roofline that this option endeavors to retain. Because a retrofit and expansion cannot be accomplished in a manner that would both support operations and maintain its attributes as a historic resource, this alternative would not avoid a significant impact to historic resources. There would be an adverse effect on the level of service provided to the traveling public and to operational functionality (Factor 2 Screening criteria).
 64. The commenter claims that the EIR fails to identify an environmentally superior alternative because the Proposed Project, by definition, cannot be the environmentally superior alternative. This is incorrect. See *Save Our Access-San Gabriel Mountains v. Watershed Conserv. Authority*, 68 Cal. App. 5th 8, 18 (2021) (upholding an EIR that fully analyzed only the proposed project and the no-project alternative, and identified the proposed project as the environmentally superior alternative).

An EIR is required to assess a reasonable range of alternatives to a project as outlined in CEQA Guidelines Section 15126.6. The alternatives must potentially meet most of the project objectives and avoid or substantially lessen potentially significant environmental impacts associated with the project. CEQA also requires that an EIR assess the No Project Alternative, providing an assessment of what would reasonably be expected to occur if the project were not implemented. In compliance with these requirements, the EIR identified eight alternatives, including the No Project Alternative, and specifically identified that the No Project Alternative is the environmentally superior alternative. However, given CEQA's mandate in these circumstances to identify another alternative, the Proposed Project was identified as environmentally superior to the action alternatives evaluated in the

EIR.

Notably, the Port, in considering these potential alternatives (described in **Section 4.4** of the EIR), ultimately dismissed each of them from further evaluation for one or more of the following reasons: (1) they would not sufficiently meet most of the project objectives; (2) they were determined to be infeasible; or (3) they would not avoid or substantially reduce one or more potentially significant impacts under the Proposed Project. The Port did not identify any other feasible alternatives that would meet most of the project objectives and avoid or substantially lessen potentially significant environmental impacts. The commenter does not suggest any other alternatives that should have been evaluated.

Terminal Development Areas A and C were considered and evaluated as they are consistent with the OAK Master Plan (see **Sections 4.4.1 and 4.4.2** of the EIR). The potential impacts or impacts of each alternative were evaluated and compared to the potential impacts or impacts of the Proposed Project, and, in addition, each alternative's ability to meet or not meet the project objectives were determined and compared to the Proposed Project. CEQA Guidelines Section 15124(b) requires that the EIR project description includes a clearly written list of project objectives that the lead agency can use to develop a reasonable range of alternatives and does not require that this list include extensive detail or supporting data. While “[a] lead agency may not give a project’s purpose an artificially narrow definition,” an agency “may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basis goal.” (In re Bay-Delta (2008) 43 Cal.4th 1143, 1166.) The project objectives are appropriately scaled for operations at OAK, in particular to meet the forecast market demand, as well as enhance and improve the operating efficiency of OAK.

Finally, the commenter cites four appellate court decisions for the position that sometimes an EIR’s analysis of project alternatives is inadequate – a position with which the Port agrees. But the commenter does not attempt to explain the relevance of these four cases to the EIR. In fact, a review of these four cases shows there is no similarity to this EIR.

65. The commenter’s request to reject the current EIR, revise, and recirculate is acknowledged. Refer to Global Response J: Addition of New Information for a discussion on CEQA Guidelines as they pertain to recirculation.
66. The commenter’s statement urging the Port to delay further consideration of the Proposed Project is acknowledged.
67. The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. The following three primary factors were considered in preparing the aviation activity forecast: 1) Historic aviation traffic in the Bay Area region and at OAK; 2) Current and future activity from commercial airlines; and 3) Economic data for the region. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.

68. See response to Comment #21 of this letter. See also Global Response C: Baseline Year.
69. An airport sponsor is not required to use the Terminal Area Forecast (TAF) prepared by the Federal Aviation Administration (FAA). The Port embarked on an effort to develop a forecast that represents the aviation demand at OAK. Because the Port did not use the TAF, the Port was responsible for having the FAA review the forecast and provide an approval to use the Port's forecast. Thus, the Port is not required to use the TAF because the FAA has approved the Port's forecast. See response to Comment #66 of this letter and Global Response A: Aviation Forecast.
70. See responses to Comments #66 and 67 above. See also Global Response A: Aviation Forecast.
71. The commenter's statement regarding Southwest Airlines as the dominant carrier at OAK is acknowledged. The forecast used in the EIR includes the use of OAK by a variety of airlines. See also Global Response A: Aviation Forecast.
72. See responses to Comments #66 and 67 of this letter. See also Global Response A: Aviation Forecast.
73. As noted in Appendix C of the EIR, the aircraft fleet included in the forecast used in the EIR is consistent with the trends in the aviation industry for aircraft to have more passenger seats and is based on information from airlines, aircraft manufacturers, and the FAA.
74. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.
75. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.
76. See responses to Comments #70 and 73 of this letter. See also Global Response A: Aviation Forecast.
77. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.
78. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.
79. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.

80. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.
81. See response to Comment #73 of this letter and Global Response A: Aviation Forecast.
82. See response to Comment #24 of this letter.
83. See response to Comment #31 of this letter.
84. See response to Comment #32 of this letter.
85. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise. Also see response to Comment #19 of this letter.

86. See response to Comment #22 of this letter.
87. See response to Comment #22 of this letter.
88. See response to Comment #24 of this letter.
89. See response to Comment #24 of this letter.
90. See response to Comment #31 of this letter.
91. See response to Comment #22 of this letter.
92. See response to Comment #31 of this letter.
93. See response to Comment #31 of this letter.
94. See response to Comment #31 of this letter.
95. See response to Comment #31 of this letter.
96. See response to Comment #31 of this letter.
97. See response to Comment #31 of this letter.
98. See response to Comment #36 of this letter.
99. See response to Comment #40 of this letter.

100. Every section in **Chapter 3** of the EIR provides the background, significance thresholds, and methodologies for conducting the analyses. Each analysis provides information to back up the conclusions presented in the EIR. Mitigation measures are identified for those impacts that are considered to be significant.
101. For a discussion on EJ, see Global Response E: Environmental Justice and Community Engagement.
102. See response to Comment #35 of this letter.
103. See response to Comment #39 of this letter.
104. See response to Comment #37 of this letter.
105. See response to Comment #40 of this letter.
106. Each analysis provides information to back up the conclusions presented in the EIR. Mitigation measures are identified for those impacts that are considered to be significant. As part of the Port's overall sustainability goals, the Port is revising its procurement policies to incentivize zero emission implementation such as use of zero-emission construction equipment where feasible. Also see Global Response G: Greenhouse Gas and Climate Change for a list of initiatives that the Port includes in their Airport Carbon Accreditation Program to further reduce its carbon footprint.
107. For a discussion on EJ, see Global Response E: Environmental Justice and Community Engagement. For a discussion on the HHRA, see Global Response F: Human Health Risk Assessment.
108. See response to Comment #35 of this letter.
109. See response to Comment #39 of this letter.

Commenter O-12
Golden Gate Bird Alliance
Whitney Grover



October 16, 2023

Port of Oakland, Environmental Programs and Planning Division
 Attention: Colleen Liang
 530 Water Street
 Oakland, California 94607
TermDev@portoakland.com

RE: Golden Gate Bird Alliance Comments on the 2023 OAK Terminal Modernization and Development Plan DEIR

Port of Oakland,

Golden Gate Bird Alliance (formerly Golden Gate Audubon Society) is a non-profit organization based in Alameda County whose mission is to inspire people to protect Bay Area birds and our shared natural environment. For over 100 years we have represented our 7,000 Bay Area members and supporters, envisioning a world where birds, wildlife, and all people flourish together.

We applaud the Oakland Airport and the Port of Oakland's electrification of airport infrastructure in the Terminal Modernization and Development Plan. We support the DEIR's plan for biological monitoring of breeding birds and sensitive or endangered species such as the Ridgway's Rail, Black Rail, and western Burrowing Owl. Additionally, we were happy to see that the overall footprint of the airport will remain the same, and we support the on-site habitat restoration mitigation of construction impacted natural resource areas. 1

However, Golden Gate Bird Alliance does not agree with the finding of no significant impact related to increased bird strikes in the operation phase with increased air traffic. There is no evidence to support the claim that the Port of Oakland's existing Wildlife Hazard Management Plan (WHMP) will be effective at reducing collisions with increased air traffic. Additional studies on the effectiveness of the WHMP, particularly its ability to reduce strikes with increased air traffic, are necessary to properly assess the long-term operational environmental impacts of the Airport Modernization and Development Plan. A study published in the journal Aerospace, *Simulation Model to Calculate Bird-Aircraft Collisions and Near Misses in the Airport Vicinity* (Metz et al. 2018) showed that strike rates increased with increased air traffic. The DEIR cannot 2

make the claim that there will be no significant environmental impact without validating the effectiveness of the WHMP and its ability to prevent strikes with increased flights.

2

Each year the Oakland Airport allows our Oakland Christmas Bird Count volunteers, escorted by the USDA wildlife biologists, into the airport to include the area in our one-day annual count. In 2022 our counters found 65 species and over 4,800 individual birds within the airport area. The airport is clearly important habitat for our Bay Area birds.

3

The environmental review process' focus on listed species is warranted, however, the general abundance of all species and species diversity should be considered. While bird strikes are a serious hazard for human safety in certain circumstances, they are always fatal for the birds. The Oakland Airport is situated on a productive marshland, directly on the Pacific Flyway migratory route. Birds have been using the site for millennia, and we have a responsibility to protect them for their own safety, in addition to the safety of our human air travelers.

Thank you for the opportunity to comment on the DEIR.

Sincerely,



Glenn Phillips
Executive Director

GOLDEN GATE BIRD ALLIANCE
2150 Alston Way, Suite 210 Berkeley, California 94704
phone 510.843.2222 fax 510.361.0140 web www.goldengatebirdalliance.org

Response to Commenter O-12

1. The commenter's statement supporting the Port's electrification of airport infrastructure, the biological monitoring of breeding birds and sensitive or endangered species, and the on-site habitat restoration of affected natural resource areas is acknowledged.
2. Wildlife strikes could continue to occur regardless of the Proposed Project. No new runways would be constructed and thus there would not be any new lines of potential wildlife interference. Additionally, the Port's WHMP (2016) describes wildlife control procedures to discourage and remove potentially hazardous wildlife from the airfield. It emphasizes the identification and abatement of wildlife hazards within the airfield environment and describes the management of habitat in a manner that is non-conducive to hazardous wildlife. The WHMP would remain in place to address wildlife strikes and would continue to be implemented.

As described by the FAA, "comprehensive assessment, planning and management techniques have successfully mitigated damaging strikes on or near airports."²⁹

3. The commenter's statement regarding the need to protect bird species and to provide safety for human air travelers is acknowledged.

²⁹ Federal Aviation Administration. (2023). National Wildlife Strike Database Serial Report Number 29. Available: <https://www.faa.gov/sites/faa.gov/files/Wildlife-Strike-Report-1990-2022.pdf>.

Commenter O-13**Keep It Down Up There**

Expanding Oakland Airport is a contentious issue for several reasons. Firstly, it threatens the environment and exacerbates climate change. The expansion would likely require additional land use, potentially encroaching on nearby ecosystems and green spaces. The increased air traffic would contribute to higher greenhouse gas emissions and noise pollution, negatively impacting local communities and the region's overall sustainability goals.

Secondly, an expansion might not align with the needs and priorities of the local community. It could lead to further disruption for residents, who already contend with noise pollution and increased traffic congestion in the area. Additionally, funds spent on expansion could be better allocated to address pressing local issues like housing, education, and public transportation.

Lastly, there are questions about whether the expansion would truly benefit the broader public or primarily serve the interests of airlines and corporations. Ensuring that any expansion plans are transparent, equitable, and considerate of community concerns is vital before proceeding with such a project. Further, expansion is often based on rosy economic projections. Have we not learned much from our lessons of 2020?

In summary, the potential environmental, community, and allocation of resources concerns make a strong case against expanding Oakland Airport without thorough and transparent examination of its impacts and benefits. The public no longer trusts aviation, the FAA nor their local airport commissions after years of frustrations brought upon by the FAA's disastrously failed NextGen program and similar airport expansion.

Please do not test us any further, and kindly do the right thing. Leave OAK as it is.

Response to Commenter O-13

1. The Proposed Project would be implemented entirely within existing Airport property. No additional property acquisitions or changes in land use would occur as a result of the Proposed Project. For a discussion on the Port's efforts and initiatives related to GHG and sustainability, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding the alignment of needs and priorities of the local community is acknowledged. **Sections 3.11 and 3.13** of the EIR address effects of the Proposed Project related to noise and traffic, respectively. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast.

3. The commenter's statement regarding the use of funds is acknowledged. However, because of rules regarding revenue diversion, the Port is not legally able to use aviation-related funds for non-aviation purposes.
4. The commenter's statement questioning the benefits of the Proposed Project to the public is acknowledged. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.

Commenter O-14
Keep Jets Over The Bay
James T. Nelson

KEEP JETS OVER THE BAY

16 October 2023

Port of Oakland
Environmental Programs and Planning Division
Attention Collen Liang
530 Water Street
Oakland California, 94607

By email: TermDev@portoakland.com

Subject: Oakland International Airport Terminal Modernization and Development Project
Comments regarding the Draft Environmental Impact Report

The Draft Environmental Impact Report (DEIR) for the Oakland International Airport Terminal Modernization and Development Project dated July 2023 was reviewed. The major comments are:

- The DEIR repeatedly states that the forecasted commercial, freight, and general aviation aircraft operations will occur regardless of whether the project will proceed or not. This is not the conclusion given in the report Oakland International Airport Comprehensive Aviation Activity Forecast (Appendix C to the DEIR). That report specifically states that the forecasts “do not take facility constraints or other outside limiting factors into consideration.” The report simply states that the forecasts are based on demand and that “the forecasts assume that the facilities can accommodate the projected demand.” There is nothing in the DEIR that indicates that the existing facilities at OAK can accommodate the projected demand. This claim should be deleted from the DEIR. 1
- The contours shown in Figures 3.11-3, 3.11-5, and 3.11-6 for the 2019, 2028 (PAL1), and 2038 (PAL2), respectively, indicate no eastward shift of the CNEL 65 noise contour between runway 30 and Alameda for the years 2028 and 2038. Table 3.11-11 indicates that the CNEL increases at monitors 5, 6 and 7 would be at most 0.1dB in 2028 and would decrease by 0.1dB in 2038. This would occur even though the forecast summary in Table 1-1 of the DEIR indicates an increase of 16.5% and 53.8% for commercial and freight aircraft in years 2028 and 2038, respectively. Notwithstanding other factors, the CNEL increase due to these increases in aircraft operations would be 0.7 dB and 1.9 dB, respectively. Relative to 2021, the increases would be 62.4% and 114.5%, corresponding to CNEL increases of 2.1dB and 3.3 dB. The DEIR indicates that the year 2019 is selected as a base year to give a conservative estimate of impact, which is clearly not the case. Assuming an increase of 2dB, the expansion of the CNEL 65 contour distance from the flight path for departing aircraft from Runway 30 would be about 60%, notwithstanding atmospheric absorption. 2
- The Forecast fleet mix for the noise analysis is guided by Boeing 2021-2040 Current Market Outlook and Airbus 2021-2040 Global Market Forecast, and delivery and retirement announcements. Table 8-1 of Appendix C lists the fleet mix assumptions for 3

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the DEIR. These assumed forecasts indicate substantial increases in Boeing 737-MAX and substantial decreases in older Boeing 737 aircraft in 2038 relative to 2019. Southwest operates only Boeing 737's at OAK. The good news is that the Boeing 737-MAX employs CFM LEAP engines which are reputed to produce 3dB lower noise levels than those on earlier Boeing 737s. Evidently, this mitigates the CNEL increase that would otherwise occur with projected air traffic volumes. This should be explained and supported with data.

- The noise emission levels for the various types of aircraft used in 2019, 2021, and projected for 2028 and 2038 should be listed for both departure and approach conditions. The noise emission levels of the Boeing 737-MAX with CFM LEAP engines are evidently nominally 3dB lower than those of earlier Boeing 737s for departure conditions, judging from the literature. (<https://www.aviationfile.com/noise-pollution-levels-by-aircraft-types/>) However, the noise emission levels for the Boeing 737-MAX relative to earlier vintage 737s and other aircraft for approach conditions such as along the WNDSR arrival path is not indicated in the DEIR.
- These noise emission levels for approach conditions apply to aircraft following the WNDSR arrival flight path from BOYY'S to HOPTA waypoints. Along this flight path, as well as paths passing over San Leandro, the Boeing 737-MAX engines and airframe may produce noise at similar levels as earlier 737s. Further, an increase of international flights is forecasted, which flights involve wide-body aircraft. CNEL levels may well increase along these arrival paths by 2 to 3dB based on air traffic volumes alone. Large wide-body aircraft that the terminal expansion would accommodate may increase maximum noise levels, which the DEIR has used for sleep disturbance assessments near the airport.
- Changes to CNEL's and maximum single even noise levels due to OAK arrivals along the WNDSR flight path must be assessed, including the effects of WNDSR aircraft arrivals on sleep disturbance and speech intelligibility. Aircraft operations are forecasted to extend from 5:30AM to 1:30AM, for which an impact on sleep may be expected along the WNDSR alignment. Mitigation measures should be considered. A shift of the WNDSR alignment eastward would mitigate much of any noise increase, though OAK does not have authority over this.
- Air taxi service is not mentioned, even though substantial efforts are being expended by commercial entities to develop such services which will constitute a noise impact of unknown significance. Has this been considered?

Below are comments regarding certain sections of the DEIR

ES.2 Project Objectives

The project goes considerably beyond terminal modernization and development, and includes proposals for a substantial increase in the number of gates from 29 to 45 and modifications to gates to allow docking of larger planes than the airport is apparently currently capable of. Both of these features of the project would tend to increase community noise in a significant way by allowing an increase in air traffic volumes and larger sized aircraft.

ES.3 Proposed Project

The project would construct expanded international arrival facilities and construct a new terminal. This would increase both air traffic and support larger air planes, both of which increase noise as indicated above.

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ES.5 Environmental Impacts:

The DEIR states that the “OAK aviation activity projected in these forecasts would occur regardless of whether the Proposed Project is implemented.” One may conclude that the airport can accommodate forecasted aviation activity without the need for increasing the number of gates and enlarging gate size to accommodate larger aircraft. Because of this lack of need, the DEIR must justify the cost of adding a terminal and expanding gate size to accommodate larger aircraft.

10

The DEIR further states that to provide a conservative analysis, aircraft activity for 2028 and 2038 are compared with aircraft activity in 2019. The DEIR indicates that this comparison overstates the “actual impacts”. However, the year 2021 involved less air traffic than 2019. One would expect greater noise impact if 2021 is used as the base year.

3.11.1.1 General Characteristics of Noise and Terminology

The DEIR states that a noise increase of 3dB is “just perceptible”. This description of perceptibility of changes in noise has been applied to all sorts of noise sources, and is inaccurate. Humans have difficulty hearing changes in continuous sound from such sources as dense traffic on interstate highways or continuous industrial sources if the change is 3dB or less. This statement does not apply to intermittent sound such as from aircraft or trains. A doubling of aircraft noise events or railroad train passes in any given hour will increase the equivalent level for that hour by 3dB and will be distinctly perceptible to the average listener, simply because it occurs more frequently, especially if there is a disruption of speech and/or sleep. Judging just from the increased gate capacity the aircraft noise event frequency would increase by 55% in any given hour and should be easily observable in areas under or near flight paths, both near and far.

11

Ambient noise levels may vary over considerably broader ranges than indicated in this DEIR. The background late night exterior sound level in the Berkeley Hills may drop to 35dBA (measurements by this writer). Similarly, low levels may be expected for the East Bay Hills in Richmond, Kensington, and Oakland, depending on atmospheric conditions. These locations are under the WNDLR arrival and are of great concern.

While the contribution of exterior noise to indoor noise may be small with windows closed, a substantial portion of residences in the environs of OAK may rely on open windows for cooling on relatively warm days. A noise reduction of 15dB for exterior to interior noise may be most appropriate on such days, especially for the less economically favored who may not have forced air conditioning.

3.11.1.4 Methodologies

Aircraft Operations:

Aircraft CNEL's were computed with the FAA's AEDT. Theoretical calculations of environmental noise are usually compared with measured data. OAK employs numerous Remote Monitoring Terminals and computes various noise metrics on a regular basis. The AEDT relies on several assumptions which, while reasonable, are subject to error. The DEIR predictions of current

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noise for 2019 must be compared with the measured CNEL and maximum single event levels at all of the various monitors.

12

4.2.3 Factor 3 Screening: Environmental Impacts

Noise impact is conspicuously absent from the list of six potential environmental effects. This is a major omission, especially since airport noise is a major topic in communities surrounding the airport and under various flight paths. It is the reason that the Oakland Airport Noise Management Forum exists.

13

4.5.1 No Project

4.5.1.1 Noise

The DEIR states that the 65 CNEL contours would increase whether the project is built or not. This appears to be a justification for a claim that the noise impact due to the project should be considered insignificant. However, again, it is not at all clear that air traffic volumes and aircraft size would increase significantly under the NO PROJECT alternative, since the DEIR states that OAK is clearly not capable of supporting such increases. Thus, the claim that the noise impact would be the same for the Project and the No Project alternative and thus less than significant is incorrect.

14

Thank you for providing an opportunity to comment on the DEIR. We look forward to seeing responses to the above comments.

Very truly yours:

KEEP JETS OVER THE BAY

James T. Nelson, Ph.D., P.E.

Margery Eriksson

55 Poppy Lane
Berkeley, CA 94708
nelsonjt@earthlink.net
510-388-6136

Response to Commenter O-14

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. The aircraft noise analysis was conducted in accordance with FAA guidance and methodologies for assessing noise impacts. Future year scenarios were compared to the existing conditions (2019) based on forecasted aircraft growth that would occur due to forecast market demand. For further discussion on the methodology of the noise analysis, see Global Response D: Noise.
3. The CNEL metric is used for this aircraft noise analysis based on an Average Annual Day (AAD) of aircraft operations. AAD activity is computed by adding all aircraft operations occurring during the course of a year and dividing the result by 365. As such, AAD does not reflect activities on any one specific day or on a single event basis but represents average conditions as they occur during the course of the year. The aircraft noise analysis was conducted in accordance with FAA guidance and methodologies for assessing environmental impacts. Future conditions with and without the Proposed Project were compared to the baseline conditions. The future conditions are based on forecasted aircraft growth and would occur regardless of the Proposed Project. The forecasts were developed to quantify future facility requirements based on demand for passengers, aircraft operations, and cargo. This EIR compares the aviation activity-based impacts of the Proposed Project in 2028 and 2038 to the 2019 OAK aviation activity level conditions.

Two study areas were developed for use in this EIR: a general study area (see **Figure 3-1**) for analysis of impacts that could extend beyond Airport property, and a detailed study area (see **Figure 3-2**) for impacts that would be more likely to occur within the direct footprint of the Proposed Project. The WND SR arrival flight path, specifically the path between the waypoints BOYY5 and HOPTA, is outside of the general study area for this EIR. The Port does not have the authority to modify or change aircraft flight paths.

4. The aircraft noise analysis utilized aircraft types with noise profiles available in AEDT based on existing aircraft types currently utilized at OAK as well as expected changes in the fleet.
5. See the response to Comment #3 of this letter.
6. See the response to Comment #3 of this letter.
7. The aircraft noise analysis utilized operations representing but not limited to air carrier, air taxi, and general aviation operations.
8. The commenter's statement on the scope of the Proposed Project is acknowledged. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft

gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast. The noise analysis includes aircraft identified in the forecast. See also Global Response D: Noise.

9. In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast. The noise analysis includes aircraft identified in the forecast. See also Global Response D: Noise.
10. See response to Comment #9 of this letter. The approach to the analysis presented in the EIR is intended to be the most representative of the impacts that would occur with the implementation of the Proposed Project. To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project. For a discussion of increased enplanements and aircraft operations at OAK, see Global Response A: Aviation Forecast.
11. See the response to Comment #3 of this letter.

12. The aircraft noise analysis was performed in accordance with CEQA regulations, which requires the use of AEDT.
13. **Section 3.11.3.2** of the EIR indicates that the change in future aircraft operations noise conditions (i.e., in 2028 and 2038) compared to existing conditions is attributable to forecast passenger activity and aircraft operations that are based on market demand. Therefore, the Proposed Project would be the same as future conditions without the Proposed Project in terms of the number of aircraft operations, the type of aircraft operating, and the timing of aircraft used at OAK. Because of this the alternatives that moved on to Factor 3 screening would all result in the same noise contours. See Global Response A: Aviation Forecast and Global Response D: Noise.
14. The aircraft noise analysis was performed in accordance with CEQA regulations. See response to Comment #13 from this letter.

Commenter O-15
Oakland Heritage Alliance
Daniel Levy



October 16, 2023

Ms. Colleen Liang
 Port of Oakland
 Environmental Programs and Planning Division
 530 Water Street
 Oakland, Cal. 94607
ciliang@portoakland.com, TermDev@portoakland.com

RE: Oakland International Airport Terminal Modernization and Development Project
 (SCH No. 2021050164)

Dear Ms. Liang,

Thank you for the opportunity to comment on the Oakland International Airport Terminal Modernization and Development Project. We are happy to see the Port's continued interest in investing in our local infrastructure. However, we do have comments on the Draft Environmental Impact Report. The cultural resource mitigations are woefully insufficient, and the impact of adding 16 gates to the airport is unmitigated.

The Cultural Mitigations Are Insufficient and Inadequate. Restore the Oakland Airport Inn to Celebrate Oakland's Aviation Heritage.

1

The DEIR proposes, as mitigations for destruction of the largely intact Terminal 1, only HABS documentation and interpretive signage (p. 15-16 DEIR). Though photography and signage are welcomed, they do not mitigate the loss of one of the first Jet Age terminals, one that still “retains integrity of location, design, materials, workmanship, setting, feeling and association to convey its significance” (p. 22 Cultural Resources Inventory and Evaluation Report).

Sufficient mitigation requires not only photos and signage, but also healing already damaged historic airport fabric to make the airport culturally whole. The Oakland Airport Inn, at 9465 Earhart Road, is the obvious example. This Inn is a part of North Field (Oakland Landmark #33), where many pioneering events took place, such as the beginning of Amelia Earhart’s round the world journey.

The Inn itself is the world's first airport hotel, highly significant, but has major structural problems. Proper mitigation of the loss of Terminal 1 must include restoration of the Oakland Airport Inn at North Field to the Secretary of Interior's Standards. Doing so would be a true mitigation to the loss of Terminal 1 and a chance for the Port of Oakland to honor and celebrate its history on the world stage.

We do understand that the Inn structure is not in the currently-defined project area, and thus the project area should be expanded to include this resource.

Climate Impacts Are Unmitigated. Mitigate with Great Transit, Unleaded Fuel, and East Oakland Investments.

2

We understand that the addition of 16 gates entails no mitigations regarding impacts of Greenhouse Gas Emissions. The DEIR states inaccurately that “Aircraft emissions are not under local control and would occur in the San Francisco Bay Area Air Basin regardless of permitting and construction of the Proposed Project” (DEIR 3-7.12). Adding 16 more gates will cause more emissions, since there will be increased airport capacity and thus plane, auto, and truck traffic. In response, we demand the following mitigations to alleviate the impacts from increased pollution:

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Mitigation 1: Provide first class transit connections to create a "Complete Airport."

- a. Require an improved connection between BART and both terminals with strong signage and real time information that does not require the traveler to go outside or cross traffic lanes.
- b. Require a first class indoor and climate-controlled bus stop for AC Transit at the airport next to the BART station. Include electronic real time arrival information.
- c. Require fully separated Class 1 bicycle path to the airport that connects to the Bay Trail and East Bay Greenway with free indoor 24/7 accessible long term bicycle parking at the airport.
- d. Require work with BART/AC Transit/Clipper to provide free transit service to arriving and departing passengers to encourage public transportation use to the airport.
- e. Require that the airport adopt a policy requiring that transit/biking be the easiest way (not just the right way) to get to and from the airport.

Mitigation 2: Disallow leaded fuel at Oakland Airport, including the general aviation airport. Leaded fuel from general aviation plans causes harm to Oakland's communities in East Oakland. Require the airport to stop providing leaded fuel to general aviation aircraft, similar to Santa Clara's airport. See <https://news.santaclaracounty.gov/reid-hillview-airport-airborne-lead-study-evergreen-news> for more details.

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Mitigation 3: East Oakland Resilience

- a. Restore wetlands near the project site to mitigate sea level rise.
- b. Plant trees, create new parks, storm water retention planters on streets, etc., in East Oakland to mitigate impacts to air quality and climate change caused by the airport.

Thank you for considering our comments. Please include us in any further notices, announcements, discussions, deliberations, or documents related to this project, at info@oaklandheritage.org. Please contact Daniel Levy at dlouislevy@gmail.com if you would like to discuss these comments.

We support the Stop OAK Expansion Coalition in their efforts to stem the impacts of greenhouse gases.

Sincerely,

Mary Harper, President

cc: Mayor Sheng Thao, Port Executive Director Danny Wan

2

Response to Commenter O-15

1. The commenter's statement regarding the restoration of the Oakland Airport Inn as mitigation for the cultural resources impacts is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. Operational impacts, such as GHG emissions, are generally associated with aircraft operations. The use of OAK is under the control of the FAA. While the FAA does provide air traffic control at OAK, the FAA does not have the authority to dictate to the airlines what markets they serve or the frequency of their operations. See also Global Response A: Aviation Forecast. See also Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts related to GHG emissions.
3. The commenter's suggestions regarding mitigation measures are acknowledged. However, the Proposed Project would not result in any significant impacts associated with surface transportation and air quality impacts associated with the use of surface transportation to access OAK.
4. The commenter's suggestions regarding mitigation measures are acknowledged. However, the Proposed Project would not result in any significant impacts associated with the use of aviation fuel.
5. The commenter's suggestions regarding mitigation measures are acknowledged. However, the Proposed Project would not result in any significant sea level rise impacts. See Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG emissions.

Commenter O-16**SEIU United Services Workers West****Sanjay Garla**

I am the first vice-president for EIU United Service Workers West.. We're a union that organizes and represents workers in low wage service industries. We represent airline contracted workers that work both above the wing doing passenger service and then also below the wing doing cargo and fueling and all sorts of functions.. We're here in support of the "Stop OAK Coalition." We're opposed to the expansion of Oakland Airport and one of the you know other comments will be about a lot of things but I want to focus on the impact on workers.

It seems pretty well understood that for workers that are coming to the airport every day the impact on their health is pretty severe.. We have members that have COPD, asthma, and like other conditions and have never smoked a day in their life. They're oftentimes these employees also live around the airport or in airport-adjacent communities so they're breathing the stuff of every day yet Southwest Airlines in particular doesn't have a mitigation plan, the airport doesn't have a mitigation plan to ensure that the workforce who they get paid a few dollars more than minimum wage and can't afford the health care that's provided to them so they don't have access to health care but they're taking on the brunt of a project like this.

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

Response to Commenter O-16

1. The commenter's opposition to the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. The majority of 8-hour non-cancer and acute (1-hour) non-cancer human health hazard effects for on-Airport workers would result from aircraft operations, which the Port does not have the authority to regulate. The Port commits to providing environmental awareness training for on-Airport workers and making appropriate personal protective equipment (PPE) available to minimize risks related to air contaminants. See Global Response F: Human Health Risk Assessment.
3. The commenter's statement regarding sustainable aviation fuels is acknowledged. See Global Response H: Alternative Fuels.
4. The commenter's statement regarding the support of the health and safety of workers at OAK is acknowledged.

Commenter O-17**SEIU United Service Workers West****Casey Coward**

I'm with SEIU/USWW the labor union.. We represent essential workers in low wage industries.. It's folks like our members and their communities who are first in line for the direct harms of climate change and air pollution.. This is an environmental justice issue.. Communities adjacent to airports have nearly twice the proportion of people of color than the population at large.. The census track that we're in right now is a majority Hispanic.. It's 98 percent non-white.. It also happens to be in the 99th percentile for asthma, the 98th percentile for low birth rate.. What those two things have in common is there have been recent studies tying them to residents near an airport.

Airports are among some of the biggest sources of local -- of harmful pollutants.. Air travel is among one of the largest sources of greenhouse gas emissions in the State.. It's a massively impactful polluting industry and it's just growing.. International aviation is projected to grow up to 700 percent by 2050.. We induce that growth with projects like this.. The EIR here makes the assumption that Oakland's substantial increase in flight activity in the coming decades will happen with or without the project but it's not unavoidable, it's not a force of nature.. It's a deliberate business decision being made by a corporation facilitated by the airport.. Don't take my word for it.. From this airport's own forecast last year Southwest Airlines' continued growth is vital to this airport's overall growth.. One of the justifications for those projections was, another direct quote, "Southwest Airlines' specific plans for growth in Oakland."

The trade group that all domestic airlines are a part of is currently suing the City of San Francisco to undo a law that provides family health care for airport workers.. The workers were first in line for the harms of that industry's activity so until this industry stops treating its workers that way until this proposed project reflects that you know a much more serious interest in protecting front line communities.. We have a very hard time justifying this kind of expansion at the moment. Thank you.

Response to Commenter O-17

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. See Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG emissions. In addition, a human health risk assessment is included in **Appendix E** of the EIR. See also Global Response F: Human Health Risk Assessment. Also see Global Response E: Environmental Justice and Community Engagement for a discussion of the Port's efforts related to EJ communities.
2. The commenter's statement regarding GHG emissions is acknowledged. See Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG emissions.
3. The aviation activity projected in the forecast would occur in response to market demand. Operational impacts, such as GHG emissions, are generally associated with aircraft operations. The use of OAK is under the control of the FAA. While the FAA

does provide air traffic control at OAK, the FAA does not have the authority to dictate to the airlines what markets they serve or the frequency of their operations. See also Global Response A: Aviation Forecast.

4. The commenter's statement regarding airlines providing health care for airport workers is acknowledged. However, this comment is not associated with the EIR.

Commenter O-18

SEIU United Service Workers West
Casey Coward

Please refer to our email sent to both cliang@portoakland.com and TermDev@portoakland.com for an attached file with SEIU USWW's comments on the Draft EIR for the Terminal Modernization & Development Project at OAK.

Response to Commenter O-18

1. The commenter's request to see comments sent via email is acknowledged. Commenter O-17 is the email that was sent by Commenter O-18.

Commenter O-19
SEIU United Service Workers West
Casey Coward



October 16, 2023

Submitted electronically & via email - cliang@portoakland.com & TermDev@portoakland.com

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

RE: Draft EIR Comments; OAK Terminal Modernization & Development Project

Dear Ms. Liang,

On behalf of Service Employees International Union, United Service Workers West ("USWW" or "SEIU USWW"), we submit the following comments regarding the Draft Environmental Impact Report ("DEIR") for Oakland International Airport's Terminal Modernization and Development Project (the "Project", SCH No. 2021050164).

SEIU USWW represents nearly 45,000 janitors, security officers, entertainment & stadium workers across California, including thousands of workers at LAX, SFO and other airports throughout the state, including OAK. Our membership primarily consists of workers within low-wage industries, including aviation. Many of our members reside in communities near major airports and within their flight paths. For decades, our members, their families and these communities - largely Black and Brown - have endured exposure from an array of toxic pollutants produced by airport operations, adding on to the decades of environmental racism these cities and neighborhoods have faced from other sources. At work our members' breathe in these toxins at a level far above what others endure. Additionally, our union's largest office in Northern California is on Bay Farm Island right next to OAK, where staff and our members are reminded every few minutes of the consistent flight activity at this airport.

USWW recognizes the detrimental health impacts on our membership and communities produced by commercial aviation's dependency on fossil fuel consumption. For years, we've fought to raise industry standards at the bargaining table, but more recently have been expanding our commitment to confronting the environmental racism and inequity that our members and their communities face as a result of this industry's ever-expanding operations and superficial efforts on issues of sustainability.

The Draft Environmental Impact Report associated with this Project is deeply flawed in a number of ways we will explore in this comment letter. The Terminal Modernization and Development Project, as proposed, stands to have significant harmful impacts on our members, their communities, East Bay cities and the region. We hope to see the Port take these issues seriously and make considerable effort to ensure that it approaches development responsibly and equitably - or not at all.

1) The Significant and Unavoidable Adverse Impacts Laid Out in the DEIR Disproportionately Harm Airport Workers & Communities Around the Airport

1

The Draft EIR for this Project acknowledges three significant and unavoidable adverse impacts stemming from increased aviation activity and the airport's operations:

- Emissions of nitrogen oxides (NO_x) and reactive organic gasses (ROG).
- 8-hour chronic non-cancer human health hazard effects for on-airport workers.
- Greenhouse gas (GHG) emissions.

All of these impacts stand to disproportionately harm airport workers and communities near the airport who are most exposed to emissions from OAK operations.

These groups are the most direct and significant stakeholders in a project of this type - particularly the on-airport workers who live in the same frontline communities around Oakland International Airport. They are first in line for the harmful consequences of major developments like this one while receiving few of the Project's benefits. They are exposed to hazardous emissions at their workplace, only to go home for more of the same. Further still, commercial airlines turn their profits toward actively undermining the standards of the workers most affected by their activity. Trade groups like Airlines for America sue over and lobby against living wage standards¹, sick leave², and healthcare³ for the subcontracted, low-wage workers essential to the industry. Commercial airlines contribute to serious health problems for workers, their families and their communities and then the airlines spend their resources attacking the very tools these groups have to cope with those health outcomes. Every major domestic airline is a member of Airlines for America, including Southwest, who possess about 80% market share⁴ in Oakland's airport and whose business plans are key to the rationale for this Project.

This Project as it is currently proposed and the DEIR as currently written both fall woefully short of offering adequate redress to OAK's most vulnerable stakeholders, while doing an excellent job of advancing the stated business interests of the airport's most dominant carrier. The Port of Oakland and the City need to do much better than declaring these significant and adverse health impacts unavoidable while offering mitigation measures that are marginal at best.

2) DEIR Regards Projected Growth in Activity at OAK as Inevitable Regardless of Expansion, Ignores Growth-Inducing Impact of a Project that Inherently Expands OAK's Operational Capacity

2

One of the more confounding elements of this Project's DEIR is the position that the projected "increase in passengers would occur whether or not a replacement passenger terminal is developed."⁵ The Project objectives go so far as to acknowledge that the Project is intended to allow the airport to "accommodate the market-based demand," but the airport paradoxically argues in the DEIR that the increased demand would be met regardless of the expansion project.

¹ Re: Motion #15-0817-S1 on Living Wage at LAX. Airlines for America, City of LA Council File No. 15-0217-51, 09/19/17; *Chicago Sun Times*, "\$13.45-an-hour wage cleared for takeoff at O'Hare, Midway Airports," 09/06/17; RE: Supplemental Comments Regarding Proposed Minimum Wage Mandate. Airlines for America, Port Authority of NY & NJ, 07/27/2018; Rosenberg, Mica. "U.S. Airlines Sue Port of Seattle over Airport Workers Wage Hikes." Reuters. 11/11/14

² Courthouse News Service, "Airlines Call Out Massachusetts Sick-Leave Law," 04/05/18

³ Reuters, "San Francisco must face legal challenge to airline health insurance mandate," 8/29/23; *Legal Newsline*, "Airlines say new San Francisco law goes too far," 04/08/21

⁴ Bureau of Transportation Statistics, TranStats for Oakland International Airport (OAK), Data for June 2023

⁵ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, 5.3.2 (pg. 447)

To be clear, Oakland International Airport's aviation activity forecasts predict a **31% increase in annual passengers by 2028** and an **84% increase by 2038.**⁶ This would go alongside a 21% jump in air cargo tonnage by 2028 and a 38% increase by 2038.

2

The EIR claims that existing terminals at OAK "were designed to accommodate an estimated 8 to 10 million annual passengers," then noting that "more than 13 million annual passengers" traveled through OAK in 2019.⁷ Very simply, it defies common sense that a Project set to add a third terminal to a two-terminal airport, and up to 16 new gates to a 29 gate airport would somehow not increase the operational capacity at that airport or affect the number of passengers going through an airport already well above intended capacity.

3) Reliance on Only "Unconstrained" Growth Forecasts is a Fatal Flaw in the EIR, Leaving the Public with No Way to Evaluate Airport's Claims that Project Would Not Increase Flights & No Sense of the Project's True Impact

3

The DEIR for this Project relies exclusively on "unconstrained" forecasts of activity and operations at OAK⁸, and the forecast report cited specifically does not "take facility constraints or other outside limiting factors into consideration."⁹ That report explains that "the forecast assumes facilities can accommodate the projected demand." This is a rather astonishing admission, as it means this Project assumes as a baseline the very conditions that wouldn't be fulfilled without it, then uses those conditions to justify its own creation.

Without any kind of forecasts that attempt to estimate passenger activity, cargo activity, or flight operations in a scenario where the proposed Project does not exist, it becomes impossible to actually evaluate one of the most important claims being made in this DEIR: that the OAK Terminal Modernization and Development Project would have no growth-inducing effect on the airport.

This is a fatal flaw in the EIR, leaving the public with no idea what levels of flight activity would take place at OAK 5 or 15 years from now if the existing terminal facilities - already well over capacity - had the effect of limiting activity at the airport. A true "no Project" scenario is never really considered in this EIR, and without a legitimate baseline in flight activity to compare against, the actual impact of the Terminal Modernization and Development Project is not known, and the impact laid out in this DEIR is significantly understated.

a) "Market-based" Demand Being Used to Justify Expansion is Coming from Southwest Airlines' Deliberate Choice to Concentrate Growth at OAK

4

Throughout the DEIR, the Port asserts that accommodating the "market-based" demand is a core objective of the Project.¹⁰ This makes it seem as if this is a force external to the airport, and that OAK has no choice but to push forward a massive expansion so that it can properly serve the significantly growing passenger demand that will happen with or without the Project.

⁶ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, 2.4 (pg. 59)

⁷ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, 2.5.2 (pg. 61)

⁸ OAK Comprehensive Aviation Activity Forecast Report, 7/28/20, Updated 7/2022 (pg. 11)

⁹ OAK Comprehensive Aviation Activity Forecast Report, 7/28/20, Updated 7/2022 (pg. 11)

¹⁰ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, 2.5 (pg. 60)

This framing - central to the rationale behind the Project - is highly misleading, however. In the Comprehensive Aviation Activity Forecast Report that underpins so much of the DEIR, the Port acknowledges that "Southwest's continued growth is vital to the airport's overall growth."¹¹ and that OAK's flight activity projections were based in part on "Southwest Airlines commitment to the airport and specific plans for growth at OAK."¹²

4

This Project is not, in actuality, an attempt by the Port to ensure that OAK can comfortably accommodate inevitable demand. This Project is an attempt to accommodate a single airline's deliberate choice to further concentrate its growth in the region at OAK. This is a business decision being made by a corporation whose objective is to maximize profit. While this is an expected motivation for Southwest Airlines, it's not nearly a compelling enough reason to justify a development of this scale and the considerable negative impacts it will have on airport workers and communities around OAK - especially when the Port is doing so little to adequately mitigate those impacts.

4) Mitigation Outlined in the DEIR is Inadequate, Planned Project Fails to Consider Feasible Measures that Were Part of Recent & Comparable Airport Expansion

5

The mitigation currently proposed in this project is entirely inadequate, and the airport far too easily dismisses the significant health and air quality effects of the development as unavoidable, indirectly referencing federal preemption in the aviation industry by noting that "*the Port does not have the authority to regulate*"¹³ emissions from aircraft operations. The only mitigation laid out for the "*significant and unavoidable*" air quality and adverse health impacts associated with this Project is the use of electrical infrastructure for the terminal and cargo areas that would be built or relocated as part of this development.

This is a profound and disappointing lack of concern for the health of workers and OAK's neighboring communities. In early 2022, Los Angeles World Airports (LAWA) agreed to a number of mitigation measures associated with the Los Angeles International Airport's (LAX) own expansion project that OAK could explore without running afoul of industry deregulation:

- LAWA accelerated the timeline for its transition to electric or zero-emission ground support equipment (GSE) and committed funding to an incentive program that would encourage the earlier retirement of polluting diesel GSE.
- LAWA also accelerated by several years the implementation date for an electric-only purchase policy on its light-duty vehicle fleet, while also committing to plans to electrify or convert medium and heavy-duty fleet vehicles as commercially available.
- LAWA committed to the generation of 15% of its power from on-site renewable sources by 2035.
- LAWA updated the alternative fuel vehicle requirement program for vehicles that regularly serviced the airport.
- LAWA committed to participation in an independent study on the health impacts of aviation emissions on airport workers and on communities near LAX.

A significant portion of emissions associated with an airport's operations are owed to ground vehicle trips to and from the airport, and LAWA also committed to a number of measures promoting further mass transportation at LAX, including:

¹¹ OAK Comprehensive Aviation Activity Forecast Report, 7/28/20, Updated 7/2022 (pg. 58)

¹² OAK Comprehensive Aviation Activity Forecast Report, 7/28/20, Updated 7/2022 (pg. 77)

¹³ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, Table ES-2

- The development and funding of a micro-transit shuttle for LAX workers living in South Los Angeles and nearby Lennox.
- The establishment of a Carpool Parking Incentive Program for workers at LAX.
- Subsidized Metro passes for LAX workers (though OAK does offer discounted BART fares for badge employees already).

5

These are just recent examples from a single airport. The Port of Oakland can do significantly more to offset the adverse impacts associated with its proposed expansion than is currently being considered in the DEIR, and its failure to do so leaves it in violation of CEQA (§ 15126.4.(a)(1)).

5) DEIR Fails to Consider Recent State Measures Related to Aviation Emissions, Ignores Significant Steps Being Taken to Curb Aviation Emissions

6

The DEIR for this Project fails to consider a number of recent state measures related to aviation emissions, ignoring some of the most significant policy developments in that space in recent years. The airport's "Modernization" Project turns out to be anything but modern, and the development as proposed would permanently add growth-inducing infrastructure to OAK based on state policies that were outdated even before the DEIR was released.

a) Cites Outdated California Air Resources Board (CARB) Scoping Plan Despite Availability of Current Plan Months Before Release of DEIR, Avoiding Consideration of Latest Statewide Targets for Aviation Sector

In Chapter 3 of the DEIR, it is noted that the California Air Resources Board's 2022 Scoping Plan "does not include any language, targets, or measures related to aircraft emissions."¹⁴ This claim relies on an outdated Scoping Plan, as the Final 2022 plan, approved eight months before the release of this Project's DEIR, does in fact include language, targets and measures related to aircraft emissions.¹⁵

The 2022 Scoping Plan's targets for the aviation sector included:

"20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045.

*Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries."*¹⁶

These updates were added in order to reduce demand for petroleum aviation fuel and to reduce GHGs, to help reduce emissions from sources covered by the statewide GHG inventory, and based on direction from Gov. Newsom to CARB Chair Liane Randolph. Even the Draft 2022 Scoping Plan update¹⁷, released over 14 months before publication of the DEIR, included language, targets and measures aimed at reducing emissions from aircraft. It was entirely possible to include this language in the DEIR, and the Port's failure to recognize or account for such an important update in policy directly concerning aviation emissions - the most significant and harmful impacts of the Project - is an egregious move.

¹⁴ Port of Oakland, "Oakland International Airport Terminal Modernization and Development Project," DEIR, 3.7-3

¹⁵ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, December 2022

¹⁶ California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Table 2-1, December 2022

¹⁷ California Air Resources Board, Draft 2022 Scoping Plan Update, Table 2-2, May 2022

b) **Similarly Avoids Accounting for Significant Proposed Changes to Treatment of Conventional Fossil Jet Fuel under California's Low Carbon Fuel Standard (LCFS)**

6

In a similar vein, this DEIR relies on a version of California's Low Carbon Fuel Standard that is already 4 years old, managing to avoid acknowledging that CARB's current proposal¹⁸ in the ongoing rulemaking for the LCFS contains some of the most significant changes to state policy on aviation emissions in modern history. Namely, the agency is seeking the addition of conventional fossil jet fuels as a deficit-generator in the market-based program, ending a longstanding exemption to the program's standards the industry has enjoyed for too long. This proposed change, if approved, could significantly alter the growth plans at OAK that Southwest currently has and which serve as a foundational rationale for this entire Project.

While the Port may not be required to consider proposed changes to state policy in the baseline being used for this DEIR, they should ask whether or not they would like to see this Project to be the last major airport expansion pushed through in California before the state finally caught up to commercial aviation and took steps to finally address the sector's outsized climate impact. This would be an ignoble distinction for OAK and the City of Oakland.

6) **Conclusion**

7

SEIU USWW urges the Port and City of Oakland to stay all action on this Project until the issues discussed in this comment letter are better addressed. As it stands, this DEIR has multiple serious flaws that prevent the public from gaining an accurate understanding of the true impact of this Project. The proposed mitigation is nowhere near adequate, even by the low and limited standards of recent airport expansions elsewhere in California. OAK has no obligation to permanently enshrine significant harms to its most vulnerable workers and neighboring communities for the sake of accommodating the business plans of a multi-billion dollar corporation still reliant almost entirely on polluting fossil fuels.

We appreciate the time spent in consideration of these comments, and ask that this letter be placed in the administrative record for the Project.

Sincerely,

David Huerta
President - SEIU United Service Workers West & SEIU California

¹⁸ California Air Resources Board, Standardized Regulatory Impact Assessment (SRIA), 9/8/23

Response to Commenter O-19

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. The majority of 8-hour non-cancer and acute (1-hour) non-cancer human health hazard effects for on-Airport workers would result from aircraft operations, which the Port does not have the authority to regulate. The Port commits to providing environmental awareness training for on-Airport workers and making appropriate personal protective equipment (PPE) available to minimize risks related to air contaminants. See Global Response F: Human Health Risk Assessment and Global Response E: Environmental Justice and Community Engagement.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

3. The No Project Alternative provides a scenario where the Proposed Project does not exist. To accommodate forecast growth at OAK, the No Action Alternative does not result in the construction of a new terminal but relies on the use of remote hardstand gates. The analysis contained in the EIR includes an analysis of the No Project Alternative. Both the No Project Alternative and the Proposed Project are analyzed against existing conditions. This is the “baseline in flight activity” identified by the commenter. Therefore, the impacts disclosed in the EIR accurately discuss the impacts associated with the implementation of the Proposed Project as well as the

impacts that would occur under the No Project Alternative. See also Global Response A: Aviation Forecast.

The forecast that is used to identify future enplanements and aircraft operations takes many factors into account, including economic factors driving the commercial airlines that provide service at OAK such as Southwest. The primary factor is based on economics of a region and the demand that residents and visitors have for air travel. See also Global Response A: Aviation Forecast.

The Port is implementing a variety of programs to reduce impacts to communities in the Airport vicinity. See Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels for a discussion of the Port's efforts and initiatives related to GHG emissions. See Global Response E: Environmental Justice and Community Engagement for a discussion of the Port's efforts related to EJ communities.

4. Mitigation measures are identified for those impacts that are considered to be significant. As part of the Port's overall sustainability goals, the Port is revising its procurement policies to incentivize zero emission implementation such as use of zero-emission construction equipment where feasible. See Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG emissions. See also Global Response F: Human Health Risk Assessment.
5. The Port is implementing a variety of programs to reduce impacts to communities in the Airport vicinity. See Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels for a discussion of the Port's efforts and initiatives related to GHG emissions.
6. The commenter's statement urging that the Port stop the Proposed Project is acknowledged. The Port is assessing the potential environmental effects of the Proposed Project and a determination as to whether or not to approve the Proposed Project will not be made until after certification of the Final EIR.

Commenter O-20
Sky Posse Palo Alto

Sky Posse Palo Alto

October 15, 2023

Port of Oakland
Environmental Programs and Planning Division Colleen Liang
530 Water Street, Oakland, CA 94607
Submitted via email to: termdev@portoakland.com

Re: Oakland International Airport Terminal Modernization and Development Project Draft EIR

Dear Ms Liang,

We are MidPeninsula residents, affected by both OAK arrivals (PIRAT) and departure flights (CNDEL), and we are concerned that the OAK's Draft EIR does not include impacts to our communities. In addition, OAK's Draft EIR employs the highly controversial FAA 65 DNL threshold criteria which promotes noise analysis that is disconnected from the real impacts of airport noise on citizens. The FAA's NEPA aviation noise threshold standard is not backed by reasonable assumptions and is currently under agency review.

1

In 2020, we submitted [our concerns](#) during SJC's Draft EIR. The FAA has since released the Neighborhood Environmental Survey results showing that a substantially higher percentage of people are highly annoyed over the entire range of aircraft noise levels starting at 50 DNL. The FAA received 4000+ comments in 2021, including from the [Oakland Noise Forum](#), and this year 7000+ comments explaining how the FAA's criteria and practices are not accounting for health impacts or for locations not just adjacent to the airport. Please see our comment [here](#), and a joint letter from [six MidPen cities](#) about noise farther away from the airport.

OAK's [Noise modeling](#) is, unfortunately, using the FAA's antiquated policies. We respectfully request the Port of Oakland go beyond the FAA's outdated policies and add a supplemental analysis to address the OAK operations affecting the MidPeninsula, in particular operations taking place between 10 PM and 7 AM. We strongly encourage Oakland to invest in noise analysis that, instead of "hiding" noise with DNL or the 65 threshold, will adopt the [GAO recommendations](#) for additional metrics to understand PIRAT, CNDEL and any Performance Based Navigation (PBN) operations that could negatively impact the MidPeninsula.

2

It is also time for Bay Area airports to coordinate as regards environmental concerns. We question OAK's [forecast](#) and the assumptions that have informed the FAA's Nextgen business case without considering the challenges from congested airspace and the increase in pollution. A report would be welcome with a view of the joint forecasts for OAK, SFO, and SJC and we would like to see a commitment to have coordination to eliminate night time noise.

Thank you,

Sky Posse Palo Alto

CC: Palo Alto City Council city.council@cityofpaloalto.org

Response to Commenter O-20

1. **Section 3.11** of the EIR provides the noise analysis associated with the Proposed Project. The methodology used for the noise analysis is based on FAA's current guidance and policies. See Global Response D: Noise.
2. The commenter's statement regarding a joint forecast for OAK, SFO, and SJC is acknowledged. The forecasting methodologies used for the forecast provided in **Appendix C** are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. The following three primary factors were considered in preparing the aviation activity forecast: 1) historic aviation traffic in the Bay Area region and at OAK; 2) current and future activity from commercial airlines; and 3) economic data for the region. See also Global Response A: Aviation Forecast.

Commenter O-21**Stop OAK Expansion Coalition****Ariella Granett**

Dear Ms. Liang,

I am writing on behalf of The Stop OAK Expansion Coalition, a Coalition of 62 supporting organizations, to request an extension of the deadline for public comments on the Draft EIR for the Terminal project. The comment period falls at a time when many people are traditionally on summer vacations to spend time with family and friends. Also, the amount of material in the DEIR plus appendices is over 10,000 pages. Therefore, we request that the comment period be extended for 30 days to October 13, 2023.

The project will have substantial impacts in several environmental issue areas and significant unmitigable impacts related to air quality, greenhouse gas emissions, and noise that will impact thousands of residents in nearby communities. These impacted residents deserve ample time to review and respond to the DEIR. CEQA requires that the public be allowed a meaningful opportunity to comment. Given that the DEIR and its appendices are complex, and over 10,000 pages long, we believe an extension is necessary and fair.

We therefore request that the Airport extend the deadline for the public comment period to October 13, 2023. Thank you for your consideration of this request. I would appreciate receiving a response at your earliest convenience.

Sincerely,

Ariella Granett
Steering Committee Member
Stop OAK Expansion Coalition

Response to Commenter O-21

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter O-22**Stop OAK Expansion Coalition****Ariella Granett**

I'm a steering committee member of the "Stop OAK Expansion Coalition."· We're a group of 63 grass roots organizations all concerned about this plan to expand the airport and I am here on behalf of 460 people who could not make it today..· I have letters from them and I'm going to read the petition letter and then hand it over to you.· Most of these people also put individualized comments on these letters but the main petition reads, "Dear Board -- Dear Port of Oakland Board of Commissioners.· Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk..· I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:· We are in a dire climate emergency and flying fries the planet, more flights equal more global warming, environmental justice, refinery to runway, aviation exposes front line communities to air pollution and health risk..· More flights equal more pollution. Reason three, aviation is hard to decarbonize and biofuels are not the answer.. Number five, it's too much noise.. More flights equal more noise.. Maybe this is number five.. Sea level rise threatens shoreline development.. Six, labor rights are at stake.. Seven, inequity.. Flying is an elite privilege with high costs for everyone else and we have alternatives, invest in rail.. Reason nine, we have alternatives like remote business conferencing, and reason ten we need to shift towards climate just transportation."

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

Response to Commenter O-22

1. The commenter's comments have been incorporated into the EIR in **Appendix P**.
2. The commenter's statement regarding the reasons to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG, climate change, and sea level rise.

Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**. See Global Response F: Human Health Risk Assessment and Global Response E: Environmental Justice and Community Engagement.

For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

For a discussion of aircraft noise, see Global Response D: Noise.

Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

The commenter's statement that flying is an elite privilege is acknowledged. For a

discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.

For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives

3. The comments provided are included in the EIR as **Appendix P** for the Board of Port Commissioners to review.

Commenter O-23
Stop OAK Expansion Coalition
Ariella Granett



October 16, 2023

Ms. Colleen Liang
Port of Oakland
Environmental Programs and Planning Division
530 Water Street
Oakland, CA 94607
ciliang@portoakland.com
TermDev@portoakland.com

**RE: Oakland International Airport Terminal Modernization and Development Project
(SCH No. 2021050164)**

Dear Ms. Liang,

On behalf of our members and supporters, the undersigned groups urge the Port of Oakland to protect our communities, our health, and the planet, and therefore reject the Oakland International Airport Terminal Modernization and Development Project (“Project”) (SCH No. 2021050164). The Project commits the Oakland Airport to a path of expansion at exactly the wrong time. We urge the Port to reconsider how this Project fits into the City of Oakland’s ongoing commitments to protect its residents from air and noise pollution and to comply with city and state climate goals. Because these commitments cannot be squared with a major project to expand operations at the Oakland Airport, the Project should be halted for the following reasons.

1

The Project would add a new terminal with 16 gates, over 1,000 parking spaces, and other new facilities to the Oakland Airport. The Draft Environmental Impact Report (“Draft EIR”) claims that demand for new flights would rise regardless of whether the Project is built. But in allowing for more gates, more efficient baggage processing and screening facilities, and other infrastructure, the Project undoubtedly paves the way for more flights and more passengers in the coming years. The assumption of inevitable growth casts doubt on much of the greenhouse gas, noise, and air pollution analysis in the Draft EIR: by taking for granted the future growth in flight traffic, the Draft EIR ignores how this Project contributes significantly to that same growth.

2

This Project will have serious effects on air pollution and noise in the neighboring communities in East Oakland, which already rank in the 97th percentile of California communities burdened by

3

*10/16/23 letter RE: Oakland International Airport Terminal Modernization and Development Project
(SCH No. 2021050164)
page 1 of 4*



pollution, according to CalEnviroScreen. For example, concentrations of ultrafine particles can be four or more times higher in areas surrounding airports.¹ The small particles infiltrate homes, schools, and other gathering places where they are inhaled, pass into people's lungs, and move into their bloodstream to be carried throughout the body. Studies show that residents living near airports are more likely to be admitted to the hospital for asthma, have higher incidences of cancer and cardiopulmonary disease, and are more likely to die prematurely.² One study in 2015 estimated that premature deaths due to fine particle emissions from aviation number nearly 14,000 per year globally.³ These effects are even more acute for airport workers, who will be exposed to increased levels of air pollution from the increased flight traffic. The Draft EIR admits this will be a significant issue but deems it unavoidable because the Port does not regulate aircraft emissions themselves. That view simply does not do service to the thousands of workers who will have their health impacted by the Project.

3

Moreover, by inducing demand for more flights that arrive to and depart from Oakland, this Project gives a green light for aircraft emissions to rise and climate change to worsen. Over the last ten years, aviation emissions increased by 44 percent, and emissions are expected to triple again by 2050 under a business-as-usual scenario. This would constitute more than a quarter of the total emissions consistent with keeping temperature rise below 1.5°C. Maintaining this business-as-usual path will cause additional greenhouse gas pollution that we cannot afford. The Draft EIR again disclaims responsibility for this problem, asserting that the Port cannot regulate aircraft emissions. But passing the buck is not a responsible strategy for the agency to defend. The Airport project flies in the face of various efforts by the City of Oakland, California, and the federal government to reduce emissions and mitigate the effects of climate change. The Port must take more responsibility for the increased flight traffic this Project will create.

4

All in all, the Airport expansion project hurts far too many groups, from adjacent East Oakland communities to airport workers and communities under flight paths, to justify its completion. The Project turns a blind eye to the ever-worsening climate emergency and California's existing struggle to improve its air quality issues. The Port should instead explore other avenues to create

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¹ Hudda, N. et al., Impacts of aviation emissions on near-airport residential air quality, 54 Environmental Science & Technology 8580 (2020); Shirmohammadi, F. et al., Emission rates of particle number, mass and black carbon by the Los Angeles International Airport (LAX) and its impact on air quality in Los Angeles, 151 Atmospheric Environment 82 (2017).

² Lin, S. et al., Residential proximity to large airports and potential health impacts in New York State, 81 Int. Arch. Occup. Environ. Health 797 (2008); Osaki, C. and Finkbonner, J., Final Report State Board of Health Priority: Environmental Justice (2001).

³ Yim, S.H.L. et al., Global, regional and local health impacts of civil aviation emissions, 10 Env'tl Research Letters 034001 (2015) (87% of 16,000 total premature deaths per year are attributable to fine particle pollution).



long-term sustainable transportation solutions that serve Bay Area residents. We urge the Port to refuse to certify this Draft EIR and halt this harmful Project.

5

Sincerely,

The [Stop OAK Expansion Coalition](#) Steering Committee and the following 56 organizations (list continues to next page)

1. [350 Bay Area](#)
2. [350 Contra Costa Action](#)
3. [350 East Bay](#)
4. [350 San Francisco](#)
5. [350 Seattle](#)
6. [1000 Grandmothers for Future Generations](#)
7. [Amazon Watch](#)
8. [Asian Pacific Environmental Network \(APEN\)](#)
9. [Bay Area - Systems Change not Climate Change](#)
10. [Biofuelwatch](#)
11. [Breathe](#)
12. [California Interfaith Power and Light](#)
13. [Californians for Energy Choice](#)
14. [Center for Biological Diversity](#)
15. [Citizens Climate Lobby, Alameda County](#)
16. [Coalition for Environmental Equity And Economics](#)
17. [Coalition for Responsible Transportation Priorities](#)
18. [Communities for a Better Environment](#)
19. [Elders Climate Action, NorCal Chapter](#)
20. [Environmental Justice Associates, First Unitarian Church of Oakland](#)
21. [Extinction Rebellion San Francisco Bay Area](#)
22. [Flight Free USA](#)
23. [Fresnans Against Fracking](#)
24. [Fridays for the Future, El Cerrito](#)
25. [Fridays for the Future, Palo Alto](#)
26. [Greenaction for Health and Environmental Justice](#)
27. [Green The Church](#)
28. [Interfaith Climate Action Network of Contra Costa County](#)

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 (SCI No. 2021050164)
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29. My Kids Klub
30. [No Coal in Oakland](#)
31. [No Coal in Richmond](#)
32. [Oakland Greens](#)
33. [Oil and Gas Action Network](#)
34. [Our City SF](#)
35. [Peace and Freedom Party, Alameda County Chapter](#)
36. [Physicians for Social Responsibility, San Francisco Bay](#)
37. [Public Health Institute](#)
38. [Railroad Workers United](#)
39. [San Leandro 2050](#)
40. [Save Our Skies East Bay](#)
41. [Scientist Rebellion, San Francisco Bay Area](#)
42. [SEIU USWW](#)
43. [Sierra Club, San Francisco Bay Chapter](#)
44. [Sunflower Alliance](#)
45. [West Berkeley Alliance for Clean Air and Safe Jobs](#)
46. [Youth vs Apocalypse](#)
47. [Youthpower Climate Action](#)

International Organizations:

48. [Alofa Tuvalu, Polynesian Oceania](#)
49. [Centre for Citizens Conserving Environment & Management, Uganda](#)
50. [Bevar Jordforbindelsen, Denmark](#)
51. [The Corner House, UK](#)
52. [Farnborough Noise Group, UK](#)
53. [Flight Free Australia](#)
54. [Green Sky Thinking](#)
55. [Safe Landing](#)
56. [Stay Grounded International Network](#)

10/16/23 letter RE: *Oakland International Airport Terminal Modernization and Development Project*
(SCI No. 2021050164)
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Response to Commenter O-23

1. The commenter's opposition to the Proposed Project is acknowledged.

The Proposed Project is not contradictory to policies regarding the reduction of GHGs. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast. The significant impacts identified are related to aircraft operations and, therefore, are not under the control of the Port. See Global Response A: Aviation Forecast, Global Response D: Noise, and Global Response G: Greenhouse Gas and Climate Change.

2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and types of aircraft flown. See also Global Response A: Aviation Forecast.

In the past sixteen years, there have been four other medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast. See also Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. See Global Response G: Greenhouse Gas and Climate Change for a discussion of the Port's efforts and initiatives related to GHG emissions. In addition, a human health risk assessment is included in **Appendix E** of the EIR. See Global Response F: Human Health Risk Assessment. See also Global Response E: Environmental Justice and Community Engagement for a discussion of the Port's efforts related to EJ communities.

4. See responses to Comments #1 and 2 of this letter.
5. The commenter's statement urging the Port not to certify the EIR is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. For additional information on alternatives, see Global Response I: Alternatives.

P.4.3 Members of the Public Commenting on the Draft EIR

A total of 1206 public commenters provided comments on the Draft EIR during the 90-day comment period. The comments provided from these 1206 commenters and the responses to those comments follow.

Commenter P-1 **Dilshoda Abdualimova**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-2
Sam Abou-ata

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-2

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-3

Crystal Acevedo

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming □
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution □
- Aviation is hard to decarbonize and biofuels are not the answer. □
- It's too much noise. More Flights= More noise. □
- Sea level rise threatens shoreline development. □
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. □
- We have alternatives. Invest in Rail. □
- We have alternatives like remote business and conferencing. □
- We need to shift towards climate-just transportation. □

Response to Commenter P-3

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-4**Natalie Ackerman**

Hello,
I am opposed to this expansion.

Much more data is needed on the current & potential impacts regarding noise, health, safety, future of aviation technology/trends, and traffic.
Current noise measures are not conducted from locations that experience the most impact and the research from field experts is sorely lacking.
I receive calls almost daily from the Port of Oakland regarding how a runway needs to be closed and I will be experiencing increased noise, particularly from the use of the north field runway. As I already experience impact from current airport renovations, I can only imagine the impact from an expansion of the magnitude that is being proposed.
However, I do not want to imagine. Instead, I insist on seeing accurate data and extensive research conducted by a multitude of experts from every area of potential impact, with a plan to mitigate harm.

Response to Commenter P-4

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The information provided in the EIR was collected specifically for the purposes of conducting environmental analyses of the impacts associated with the implementation of the Proposed Project.

The future noise contours provided in **Section 3.11** of the EIR are based on the continued use of the existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

Commenter P-5**Laurie Adams**

I have lived in Bay Farm since 1988. I was attracted to this area to raise my family. The noise and air quality are a serious concern for my family. I was sitting outside with my 2 year old niece and had to cover her ears from the airplane noise. I moved here to feel safe and be in a beautiful area for my family. My kids went to Bay Farm elementary behind my house. I oppose this expansion and I want to feel like I can retire in my home I have loved for so many years but quite frankly I am scared of the noise and pollution. There are black particles in my yard. Air quality and noise quality are extremely important to me. I oppose this expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-5

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** of the EIR are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-6**Robert Adams**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-6

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-7**Faith Adiele**

The aviation industry creates more noise pollution in communities already suffering from the maddening sounds of police helicopters, sideshows and gunshots. It also exposes frontline communities to air pollution and health risks. We should be investing in transportation alternatives, particularly traditional and high-speed rail travel

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-7

1. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. Also see Global Response F: Human Health Risk Assessment.
3. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. See response to Comment #3 of this letter.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-8**Laura Aerni**

We already have neverending noise pollution, this would increase it by at least 40%. It's intolerable noise depending on the air conditions, and makes it impossible to enjoy open windows in our home. Not to mention the pollution added which is horrific for adults and the vulnerable population.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-8

1. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. Also see Global Response F: Human Health Risk Assessment.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-9**Maryan Afshari**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-9

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-10**Nancy Ahuna**

Keep Oakland airport small! This not a good idea what port of oakland plan to expansion. Environment destruction, air, pollution More NOISES!!!! encouraging, More global warming
 We should be investing in other transportation like high speed train and Oakland bus systems
 We should be more like Europe transportation system. We so backward it doesn't make any sense !

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.	
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Response to Commenter P-10

1. The commenter's opposition of the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

2. **Section 4.3** of the EIR shows that the Port identified and evaluated eight alternatives. These alternatives included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to use other modes of transportation instead of aircraft. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.

8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. See response to Comment #2 of this letter.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-11**AJ**

Hello, my name is AJ, and I'm writing to voice my opposition to the proposed OAK expansion as someone who lives 5.3 miles away from the airport. The expansion will increase noise and air pollution for airport workers, residents, and neighbors, while doing nothing to curb our community's carbon footprint or the collective effects of climate change. Thank you.

This message was sent as part of a public anti-expansion campaign by Stop OAK Expansion. I am not affiliated or employed with this organization, simply participating as an individual advocate.

Response to Commenter P-11

1. The commenter's opposition to the Proposed Project is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

2. The commenter's statement indicating that the commenter is not affiliated with any organization is acknowledged.

Commenter P-12

Alan

As a regular user of Oakland Airport, and one that lives in Alameda that does hear airplanes fly over, I am so GLAD you are finally going to modernize that 1960's atrocity! The terminals are currently too small for the number of pax that fly in and out. The lanes inside the terminal need to be widened substantially as there is no place to go when all flights depart at once. Sorry to see the big hanger go, maybe you can take it down and sell to another airport. You are pretty close to a barge transfer area. Parking, the lots are easy and simple. Having it right next to the terminal is awesome. I hate SFO for having to go so far to get to your car. Did you address extending the runway? Is 10,500 long enough for larger aircraft? In general, I support you going forward 100% and getting this one. I hope you can add some amenities like

1 - an airplane take off/landing viewing platform for non passengers.

2 - More open cell phone lot (more room)

3- Someone for xx sake, please repave Harbor Island road that goes along the airport next to the golf course. That is a wagon trail.

4- More open TSA clearance lanes. Even if you have to put them down under like Dulles does to make more room that would be fine. Need more elbow room.

5 - Have a really good construction coordinator. SFO was so jacked up for so long I stopped using it. Don't turn this into a forever jobs program. Get in, build it, be gone.

6 - We should be worrying about NOT having birds near the airport, not building nesting grounds. That was not clear in the EIR.

7 - Employee parking is critical. They have to be there everyday, make sure it's convenient.

8 - Will the parking include pay to charge for EV's?

9 - Fixing the goofy set up for the various airlines that come in Terminal 1 just after you clear TSA?

I fully support this entire document and your plans to improve Oakland International Airport.

APPROVED.

Response to Commenter P-12

1. The square footage identified in the Proposed Project is based on sizing of facilities using industry standards. Specific areas would be addressed during future detailed design. The large maintenance hangar is beyond its useful life and is included to be

- demolished as a part of Project Component D-11. The commenter's statement regarding the ease of parking is acknowledged.
2. The Proposed Project does not include changes to the existing runways. The length of the existing main commercial runway can accommodate the aircraft types and activity forecast to operate at OAK.
 3. The commenter's request for a viewing platform for non-passengers is acknowledged.
 4. The commenter's request for a larger cell phone parking lot is acknowledged.
 5. Harbor Bay Parkway is located in the city of Alameda and is outside the jurisdiction of the Port.
 6. The square footage identified in the Proposed Project is based on sizing of facilities using industry standards. Specific areas would be addressed during future detailed design.
 7. The commenter's statement regarding a construction coordinator is acknowledged.
 8. The FAA guidance directs airport sponsors to minimize wildlife hazards near an airport. The Port's WHMP (2016) establishes wildlife control procedures to discourage and remove potentially hazardous wildlife from the airfield. Further the WHMP (2016) emphasizes the identification and abatement of wildlife hazards within the airfield environment and the management of habitat in a manner that is non-conducive to hazardous wildlife.
 9. The proposed changes to employee parking are provided in **Table 2-3** of the EIR.
 10. **Section 3.7.3.1** of the EIR states that the Port has prepared a Carbon Management Plan as part of its participation in Level 2 of the ACI Airport Carbon Accreditation Program. One of the possible initiatives in that process is to evaluate and provide, as feasible, electric vehicle charging infrastructure. The location of and payment source for EV charging would be determined during future design efforts. See also Global Response G: Greenhouse Gas and Climate Change.
 11. The commenter's statement regarding Terminal 1 is acknowledged.
 12. The commenter's support for the Proposed Project is acknowledged.

Commenter P-13
Jamie Aleman

The noise and air pollution is not suitable for living daily life. With all the land on this planet. You can find another area to fly.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|--|--------------------------|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | <input type="checkbox"/> |
|--|--------------------------|

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-13

1. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-14**Adrienne Alexander**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-14

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-15
Diane Alexander

My family has been fortunate to live in the Bay Area. My parents were founding partners of The League to Save the Lakes. It was a 13 year battle along with the Sierra Club and other groups that cared for the environment and our fragile planet. We have seen what happens when opportunities for expansion are presented. It is important for all the animals, plant life, water near and on the airport expansion site be protected. The decision to expand the airport has dire consequences to the health and life of all those that occupy our planet. Please allow voices to be heard for those who cannot speak.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-15

1. The commenter’s statement regarding involvement in The League to Save the Lakes is acknowledged.
2. The commenter’s statement regarding the protection of animals, plant life, and water near OAK is acknowledged. The Proposed Project is located within the boundaries of the existing Airport property and no expansion of those boundaries would occur.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-16**Peter Alexander**

The gentleman just testifies so I'll ask again, how is it that CEQA is ignoring the alleged rising oceans so to the Port of Oakland, so to the millions and billions of dollars being spent on Treasure Island at sea level? It seems kind of curious. Regarding the expansion, I think we should always be looking for expansion of our minds, of our comprehension and our appreciation of the very life we've been gifted, to love one another, to do the best we can for each other.

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

And so I wish to say that I am Peter, I am certain, and I am commanding my warriors. My warrior CIA which is Christ In Action to overwhelm and overcome all these things until these innocent people and innocent animals that are also trafficked are set free so to Leonard Peltier, Mumia Bujomal, and Dr. Jeffrey McDonald. I am Peter, and I am commanding my warriors to shut down all these businesses and the entire West Coast until D.C., Wall Street, and the triads and all these corruptions are toast. I say it, you hear it, it is so, it is done, ahoe.

Response to Commenter P-16

1. The commenter's statement regarding rising oceans and money being spent on Treasure Island is acknowledged. The Port does not have any authority over

money being spent on Treasure Island. For a discussion of the Port's efforts related to sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

2. The commenter's statement regarding "expansion of our minds and of our comprehension" is acknowledged. This statement is not associated with the Proposed Project and no revisions to the EIR are warranted.
3. The commenter's statement regarding the trafficking of women and children is acknowledged. This statement is not associated with the Proposed Project and no revisions to the EIR are warranted.
4. The commenter's statement regarding Christ in Action is acknowledged. This statement is not associated with the Proposed Project and no revisions to the EIR are warranted.

Commenter P-17

Malika Alim

I am a lifelong resident of the City of Oakland. I suffer from chronic breathing conditions because of pollutant(s) that have put profit over People. It's never too late to do the right thing.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-17

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-18**Dena Allen**

We need to take care of what we have and not on expansion at the expensive of the health of people and earth.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-18

1. The commenter's statement regarding the health of people and earth is acknowledged. The Proposed Project is located within the boundaries of the existing Airport property and no expansion of those boundaries would occur.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-19**Kerwin C. Allen**

Dear Terminal Development Team/Port of Oakland,
 I have reviewed the DEIR for the project and found it woefully inadequate in many technical areas. Even the overall tone of the document reeks of condescension and taking the airport's neighbors for granted. The document jumps to many unsubstantiated conclusions about assumptions, impacts, alternatives and mitigations.

In many cases, it offers no mitigations whatsoever, and in other cases shows little to no commitment to the insignificant mitigations suggested.

I am particularly appalled by the prevailing attitude of the document that appears to say that the negative impact to your neighbors is "unavoidable", so why even bother with trying. How condescending and insulting. This has the effect of making the community an adversary to instead of partner.

Very little technical backup is provided for the assumptions or conclusions drawn in this document.

Even though the DEIR says that no improvements are under consideration in the North Field, that appears to be a very thinly disguised ruse. How can the improvements contemplated in the DEIR be accomplished without temporary use of the North Field for commercial uses, placing Alameda residents in direct takeoff path? Such use could go on for months or even years.

• Where is the technical support for the assertions in this obviously onesided document?	<input type="checkbox"/>
• Why is a multilevel parking garage under consideration so far from the airport proper?	<input type="checkbox"/>
○ Why place so much of the traffic burden on Ron Cowan Parkway instead of 98th Avenue and Hegenberger avenue where the infrastructure exists and where such traffic increases belong? This has the effect of placing many more cars onto Alameda City streets. Where are your traffic studies?	<input type="checkbox"/>
• Why aren't next generation aircraft (or at least retrofitted engines with less emissions and quieter decibel ratings) being considered for use at the airport to mitigate noise and emissions.	<input type="checkbox"/>
• Does the airport really expect its neighbors to acquiesce to even more freight operations from FEDEX at Oakland Airport with their old dirty and noisy DC-10 aircraft and 4 AM departures?	<input type="checkbox"/>
• How does the airport intend to mitigate devalued home property values which will surely ensue with an expanded airport, more overflights of our homes and late-night disruptions due to freight traffic?	<input type="checkbox"/>
• Why is Oakland Airport using "average" noise levels to assess compliance instead of instantaneous noise and emission levels taken IN ALAMEDA? That is tantamount to taking a person's temperature with his head in a hot oven and feet in a bucket of ice water and saying "on average, he's fine".	<input type="checkbox"/>
• Why isn't Oakland Airport considering runway lengthening or reconfiguration to enable routine main runway maintenance without the intermittent use of the North Field? (Incidentally, the notification of such temporary usage of the North Field by commercial jet aircraft has been routinely inadequate in both outreach and forewarning, demonstrating blatant disregard for Alameda residents, comfort levels, or safety).	<input type="checkbox"/>
Where is the documentation of in-person public outreach in preparation of this DEIR, to receive input on this subject matter?	<input type="checkbox"/>
The Airport appears to completely undervalue its influence and control over its own tenants (the airlines) in addressing the concerns of its neighbors – essentially throwing up its hands and saying, "what can we do"? In point of fact, the airport can exert a great deal of influence with its tenants in addressing operations to minimize impacts to others.	<input type="checkbox"/>

The Oakland Airport has not demonstrated itself to be a reliable or trustworthy partner during my 27 years of living in Alameda. As such, it has not demonstrated it can effectively proceed with facility improvements in a manner that is responsible and responsive to the community as whole. It doesn't punish airlines which do not adhere to prior agreements regarding take-off procedures. It has failed to place responsible monitoring into place to provide reasonable and reliable data on how its operation impacts neighbors. Other than providing a "hotline" number for calls when operations impact the community negatively, the Port has done nothing.

Response to Commenter P-19

1. The commenter's statement regarding the tone of the EIR is acknowledged. The information provided in the EIR was collected specifically for the purposes of conducting environmental analyses of the impacts associated with the implementation of the Proposed Project.
2. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. As part of the CEQA process, the Port prepared a mitigation monitoring and report program (MMRP), included in **Appendix R** of this EIR, to ensure that all mitigation measures identified in the EIR are implemented.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
4. Every assumption used and every conclusion identified in the EIR is documented throughout **Chapters 2 and 3** and in the many appendices to the EIR.
5. The description of the Proposed Project is provided in **Chapter 2** of the EIR. No changes to any runway at OAK are included as part of the Proposed Project. The exiting Runway 11-29 would continue to be used for commercial aircraft operations at OAK.
6. The technical support is identified throughout **Chapters 2 and 3** and the many appendices to the EIR.
7. **Chapter 2** of the EIR provides a description of the Proposed Project. No multi-level parking garage is included as part of the Proposed Project.
8. The traffic analysis, which is presented in **Section 3.13** of the EIR, is based on existing use of roadways in the vicinity of OAK. **Appendix N** provides all of the technical information regarding the traffic analysis.
9. Any aircraft that was included in the aviation forecast included in **Appendix B** of the EIR, was included in the air quality and noise analyses. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where

people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. See Global Response A: Aviation Forecast.

10. The Proposed Project does not include any improvements to FedEx cargo facilities. As shown in **Table 2-3** of the EIR, the cargo airline operations are forecast to increase. This increase would occur whether or not the Proposed Project is implemented. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

11. The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).
12. **Section 3.11.1.4** of the EIR provides the methodology for assessing noise impacts. The FAA's noise model, Aviation Environmental Design Tool (AEDT), is used to determine future noise levels. **Appendix L** provides all of the inputs to the AEDT noise model. See also Global Response D: Noise.
13. **Chapter 2** of the EIR provides a description of the Proposed Project. No extension of any runway at OAK is included as part of the Proposed Project.
14. **Chapter 6** of the EIR provides information regarding public outreach associated with the publication of the EIR. See also Global Response E: Environmental Justice and Community Outreach.

15. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
16. The commenter's statement regarding whether the Port of Oakland has been a reliable and trustworthy partner is acknowledged. See Global Response D: Noise.

Commenter P-20**Walter Allen**

Please see attached.

Please call to set-up meeting to discuss other input. 510.530.3029

Email did not work last week??

I am fully in support of the expansion project.

All the major airports in the region, SF, SJ & Sacramento have completed or expanding terminals to draw more passengers and tax revenue to their cities. Please do not let Oakland be left behind. Oakland needs to continue to make improvement to the City's street networks, bike paths, hotels, housing stock, infrastructure and maybe a convention center. The Coliseum City EIR & project, is right down the street from the Oakland Airport, which could be the book end of a new rebirth of East Oakland. I would suggest that the Port of Oakland and City aggressively move to complete the project.

Response to Commenter P-20

1. The commenter's comments have been received and are included under Commenter P-21.
2. The commenter's statement regarding email is acknowledged.
3. The commenter's support of the Proposed Project is acknowledged.
4. The commenter's statement for the Port to move the Proposed Project forward is acknowledged.

Commenter P-21**Walter Allen**

I am an Oakland resident and a business owner.. I'd like to express support for the project for jobs and opportunities.. There's a lot of crime in East Oakland at this point and I think part of that is because of a lack of jobs and training. I think a job will keep people off the streets.. Also it creates other tax revenues besides parcel tax.

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

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

To those who oppose the project, please do tell me what you're doing to reduce Co2 emissions. As I drove up here today I saw two EV's, I saw no bikes, I don't know if anybody car pooled or not, I don't know if you're putting solar on your homes or not but please do take those things and use public transit whenever you can.

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

Response to Commenter P-21

1. The commenter's support of the Proposed Project is acknowledged.
2. The commenter's statement regarding the provision of jobs and reduction of carbon dioxide (CO₂) emissions is acknowledged.
3. The commenter's statement in support of transit-oriented development is acknowledged. See Global Response E: Environmental Justice and Community Engagement for a discussion on the Port's efforts related to EJ communities.
4. The commenter's statement regarding methods to reduce CO₂ emissions is acknowledged. See Global Response G: Greenhouse Gas and Climate Change for a discussion on the Port's efforts and initiatives related to GHG.
5. The commenter's support of the Proposed Project is acknowledged.

Commenter P-22

Alondra

I am in support of NOT building the airport expansion.

Response to Commenter P-22

1. The commenter's opposition of the Proposed Project is acknowledged.

Commenter P-23

Lujain Al-saleh

Please Protect Community Health & Our Work to Reduce Emissions in East Oakland

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-23

1. The commenter’s statement regarding the reduction of emissions in East Oakland is acknowledged. See Global Response E: Environmental Justice and Community Engagement for a discussion on the Port’s efforts related to EJ communities, including East Oakland.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-24**Stacey Alvarez**

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
 proposed expansion of Oakland Airport. This project will greatly impact residents and
 schools in its vicinity. With an increase of departing flights and increased usage of the North
 Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would
 mean louder, more frequent noise disturbances and jet fuel released directly over Alameda
 residents and schools. Neighborhoods closest to the South Field runway already experience
 an average sound level greater than the FAA regulated 65dB from aircrafts departing from
 Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect
 impacts like decreased property values, environmental/wildlife concerns, and increased
 vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in
 residential areas, various studies indicate that impacts of aviation emissions remain under
 examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,
 particles, and ultra particles in a residential area in Boston, MA, concentration of all gases
 and pollutants at the residential area greatly exceeded those measured at regulatory
 monitored sites. Another systematic review of the impact of commercial aircraft activity
 identified dangerous and adverse health impacts, including increased rates of premature
 death, preterm births, decreased lung function, oxidative DNA damage and childhood
 leukemia. These results show the pressing need to understand the direct impact of air
 pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of
 Oakland and the City of Alameda conduct technical, localized studies that are independently
 verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments
 from each of the existing OAK airport runways. For air quality impacts, concentrations of all
 gases and pollutants need to be measured and examined. This is entirely missing in the
 current DEIR and would allow for more accurate estimated noise and air pollution impacts

on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Response to Commenter P-24

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project.

The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts

and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-25

Margarite Alves

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-25

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the

EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-26

April Amante

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.

- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-26

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-27**Ana**

What is the 5th objective?

Response to Commenter P-27

1. **Section 2.5** of the EIR identifies the four objectives of the Proposed Project. No fifth objective has been identified. The error in **Section ES-2** of the EIR that mentions "five project objectives" has been revised to correctly state the "four project objectives."

Commenter P-28**Lauren Anderson**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-28

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the

EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-29

Melissa Anderson

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution, of course, are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains under examined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

We are asking that:

- The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at 1/4 mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

- The Port of Oakland explores All other potential options to mitigate noise and air pollution impacts (Require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

- The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.

Response to Commenter P-29

1. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. See also Global Response A: Aviation Forecast.

The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

2. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.

The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See also Global Response F: Human Health Risk Assessment.
4. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area. See also Global Response G: Greenhouse Gas and Climate Change.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. See Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.

Commenter P-30

I. Andrews

What is the Port of Oaklands plan to support, revitalize and maintain the surrounding area and airport approach. What are the steps in place to ensure minimal environmental impact & countermeasures to offset the increased pollution caused by the project?

Hegenberger Rd., 98th avenue & nearby business are delapidated and closing. Visitors to Oakland and those who currently fly, rent cars & park OAK don't feel safe. Why not put safety & the environment first by limiting the expansion and putting more money and effort into preservation of our environment & community & peoples health. Before, during and after you make this seemingly unavoidable terminal modernization expansion & development please help the area and community around the airport. Recognize & honestly address the degradation of the environment, air quality, property value that will occur.

Response to Commenter P-30

1. The surrounding area and approach to the Airport are located in the cities of Alameda and Oakland and are outside the jurisdiction of the Port.
2. The areas mentioned by the commenter are located in the city of Oakland and are outside the jurisdiction of the Port.

Commenter P-31

Ji Angell

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-31

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-32**Katherine Aquino-Esparrago**

Attention of Port of Oakland and City of Alameda,
 I am a deeply concerned resident and homeowner in Alameda, who strongly opposes the
 proposed expansion of Oakland Airport. This project will greatly impact residents and
 schools in its vicinity.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland

Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

3

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

6

Please extend the October 16 deadline until proper diligence has been done to mitigate immediate and long-term health risks, as well as proper and thorough communication has been made available to all.

7

Response to Commenter P-32

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in

property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382)..

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See also Global Response F: Human Health Risk Assessment.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area. See also Global Response G: Greenhouse Gas and Climate Change.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. See Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-33

Katherine Aquino Esparrago

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-33

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-34

Kathleen Archambeau

We already have tons of carbon emissions from SFO and the Oakland Airport and service to the same destinations with BART access to both airports. There is no reasonable need to expand and, considering climate change, this would be a disastrous decision.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-34

1. The commenter's statement regarding no reasonable need for the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-35

M Kathleen Archambeau

Please DO NOT EXPAND THE OAKLAND AIRPORT. We have public transit access to two airports in the immediate Bay Area and no need for more air pollution, noise pollution and traffic. Considering the dire state we're in facing the severe consequences of climate change, this action is not only egregious, but utterly irresponsible.

Response to Commenter P-35

1. The commenter's opposition to the Proposed Project is acknowledged. Also see Global Response G: Greenhouse Gas and Climate Change for a discussion on climate change.

Commenter P-36**M Kathleen Archambeau**

I love the convenience of Southwest and OAK Airport for domestic flights in and outside California. However, for international and some domestic flights, I prefer the already robust SFO and BART direct connections. As we suffer the ill effects of climate change, it seems tone-deaf to add to the noise and air pollution in a region just recovering its airline passengers post-Covid when we are already well serviced.

Please consider the long-term effects of adding terminals, aircraft and carbon dioxide to our beloved East Bay.

Response to Commenter P-36

1. The commenter's statement regarding their preference for airports is acknowledged.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-37**Evelyn Arevalo**

I would prefer we invest in decarbonizing the economy and our mobility choices. We don't need to rethink the way we use our resources. Why don't we instead expand the wetlands or parks, tree coverage, electrified rail, things that will help us cope and survive as a species. My offspring has asthma, how do your kids fare under this unwavering onslaught of unnaturally occurring changes in nature and climate? We need to get off fossil fuels. It's time to consider all other options before this one that changes in climate may thwart before it starts. Give yourself grace, but recognize the perils to our future. Gracias!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

13

Response to Commenter P-37

1. The commenter's statement regarding preferences in how resources are used is acknowledged. See Global Response I: Alternatives.
2. The commenter's statement regarding other projects is acknowledged.
3. The commenter's statement regarding the use of fossil fuels and other options available is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-38

Arjun

Expanding the airport in a time of climate crisis is unconscionable. More flights from Oakland will have deleterious environmental effects both local and global. I'd like to express my opposition in the strongest terms.

Response to Commenter P-38

1. The commenter's opposition to the Proposed Project is acknowledged. Also see Global Response G: Greenhouse Gas and Climate Change for a discussion on climate change.

Commenter P-39

Karen E. Armes

Please find attached and below my comments to Oakland Port's Environmental Impact Review, as submitted on the Port of Oakland's website. The expansion of Oakland's airport is of paramount importance to the citizens of Alameda, and other surrounding communities. I urge all of you to become engaged in working collaboratively with the Port of Oakland, pursuing mitigation measures and concessions from the Port that will ensure Alameda residents and surrounding communities are not adversely affected in the future.

Thank you for your attention to this matter.

Respectfully,
Karen E. Armes

OAK TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT COMMENTS

Thank you for the opportunity to provide comments on this important and substantial project. As a resident of Harbor Bay Isle since September 1996, I have significant experiences related to my neighbor, the OAK Airport. I knew when I purchased my home that the airport was in the nearby vicinity, and I understood that there was an impact on my community at the time, and that that impact would increase over years. I did not, however, anticipate that those impacts would impact my health and well-being over the long term. My comments below are from a non-technical perspective, but they represent the "real impact" of living so close to the existing airport, and the anticipation of those negative impacts increasing significantly upon the construction of additional and expanded airport infrastructure.

Overall:

I find the general narrative of the EIR to reflect a lack of responsibility. There is a consistent theme throughout the document that basically states: 'we don't regulate it, so we take no responsibility for it'. For example, regarding Air Quality Mitigation Measures, 3.3.3.3, the document states "The majority of ROG and NOx emissions result from aircraft operations, which the Port does not have the authority to regulate". This sentiment of having no responsibility results in the EIR addressing Construction and Operation only from the perspective of building additional infrastructure, not from the perspective of total impacts resulting from the use of the proposed upgraded and additional infrastructure. Therefore, the EIR does not address the whole consequences of the project impact. Reference TABLE ES-2 SUMMARY OF ENVIRONMENTAL IMPACT LEVELS OF SIGNIFICANCE AND MITIGATION MEASURES.

Air Quality:

Having lived and maintained a home in the Cantamar Homeowners Association for over 27 years, I can attest to the increased residue from aircraft. Like most Harbor Bay homes, I do not have air conditioning, and therefore keep at least one window open in good weather. I can wipe a thick level of black particles from my windowsill and fixtures every day. Additionally, I sweep my walk and driveway at least weekly, and the pile of black particles that accumulate are significant and astonishing! These black particles have increased significantly over the years and are mainly attributable to aircraft pollutants, not automobile or other tangible increases. These black particles are more than likely carcinogenic. The study focuses on onsite airport workers exposure to harmful chemicals, however, I believe the level of pollutants residents, such as myself, experience do have a detrimental effect on more than just on-sight personnel. With the expected increase in airplane traffic, as projected in your study, the level of these pollutants will only increase to an extremely unhealthy and dangerous level. The EIR supports my assumptions and conclusions when addressing air quality under 5.4.2, page 460, where it confirms "Even with implementation of any feasible mitigation measures, the Proposed Project would have a potentially cumulatively considerable impact related to criteria air pollutant emissions."

Literally, as I write these comments, an aircraft departed and the exhaust from it entered my home through an open sliding glass door. The smell was so strong it was asphyxiating, forcing me to leave the room and turn on an air purifier, which ran for over 40 minutes to clear the air. This type of living condition could be eliminated with air conditioning, and by offering Harbor Bay residents air conditioning the Port could assist in mitigating this type of concern. As for mitigating the black particles, that must be in the jet fuel mixture which the Port should take responsibility for by moving to selling only green environmentally sustainable fuel mixtures. The Port should also inform those of us living in these conditions if the black particles are carcinogenic.

Noise:

Having moved into my current residence at the age of 37, I can attest that the noise levels from aircraft have significantly affected my hearing. Naturally with age, I realize hearing can degrade, however, the level of hearing loss I have experienced does not seem to be normal age-related hearing loss. With the current level of aircraft noise, you cannot hear normal conversations when outdoors and an aircraft departs. You cannot hear people who are within 3 feet of you, nor can you hear people on the telephone. When watching television, you must pause the program and wait for the aircraft to depart if you want to hear the dialog, or you must turn on the feature where the dialog is displayed on the TV. One of my neighbors, who has also lived here for 27 years, only watches TV in this fashion due to hearing degradation.

This is not normal hearing loss. Normal conversations can generally be heard and understood from one room of a house to another, however, this innate human ability has been taken away from many of the residents of Harbor Bay Island due to loud and continuous aircraft noise.

Regarding nighttime flights, they have also increased significantly over the last 27 years. For many years there were no more than 1 to 3 nighttime departures. These were all large cargo aircraft, generally from Fed Ex or UPS. These are the types of aircraft that literally lumber out of here and often sound and seem like they will not make it up due to their size and weight. Over time, the number of nighttime large aircraft has increased to no less than 5 to 13. These extremely heavy and large cargo aircraft do awaken me and my neighbors, and probably thousands of residents numerous times nightly. They have had an increased detrimental effect on my health and wellbeing. No one should be subject to repeated noise and vibration exposure and awakenings night after night – it equates to torture and is an effective torture tactic. It is from this very personal experience over the years that I took great exception to the study's conclusion and statement "Sleep disturbance from aircraft noise does not currently have a significance threshold but is reported in Appendix M of this Draft EIR for supplemental information." (3.1.1.1.3 page 316). Sleep disturbance from aircraft noise most certainly does have a significant threshold, and the study did not conduct its noise monitoring in locations or with methodology that would quantify this fact. The Port could assist with mitigating this issue, not only by reducing the number of flights, but by offering residents window replacements and air conditioning.

Parking:

Regarding the proposed 2075 parking space garage, I believe there are much better alternatives that were apparently not taken into account. Firstly, I would question the need for such a large parking structure, and how building such a structure will incentivize people to take shuttles and public transportation in this day and age of climate warming and its reported impacts upon our planet. Secondly, an alternative to building the proposed parking structure on the existing large surface parking area adjacent to the existing terminals was not explored. If a large parking structure is really needed, why not build it on the existing parking area thereby eliminating the need to shuttle passengers from the proposed location to the terminals. If you were to utilize the current surface parking lot for the expansion, people would walk to the terminals. Lastly, the Port of Oakland should have an option of utilizing the surface parking lot that was recently completed under highway 880 at High Street, Oakland. This very large parking facility was built to accommodate increased BART parking; however, it was never opened as it is not needed after the drop in BART ridership post-pandemic. Why build yet another parking structure when the City of Oakland owns this existing unused large parking lot? The Port is proposing the use of a shuttle to move passengers from the proposed parking structure to the terminals anyway, so utilize existing infrastructure to reduce the environmental impact of this proposed need. The proposed parking structure will limit the visibility of the sky, which is not environmentally friendly, the exhaust from over 2000 cars is not environmentally friendly, nor the increased traffic on the Ron Cowan Parkway which has become a major thoroughfare for Harbor Bay residents.

Flooding:

The airport along with much of Harbor Bay Island is in a flood hazard area. The Port has been building and reinforcing levees on the airport property for several years. Although these actions may deter the impacts of flooding, they will not stop it. With the increasing risk of climate warming and sea level rise, building additional infrastructure and spending billions of tax dollars in this bay-side area is not prudent, nor has it been addressed appropriately in the study.

Some of the alternatives consider the proposed projects being built on bay infill. Adding infill to the San Francisco Bay will only increase flooding potential. No portion of this project should expand into the Bay as doing so creates significant environmental impact.

Conclusion:

I am concerned with the projected flights increasing exponentially that the current runway will not accommodate the eventual number of flights and the Port will ultimately move to build a new runway that will negatively impact both San Francisco Bay as well as the citizens surrounding the airport. This type of growth will detrimentally affect the residents of Alameda, especially those of Harbor Bay Island. The Port of Oakland can take responsibility and implement one-time and ongoing mitigation measures in partnership with surrounding communities to lessen the negative impacts inherent with the airport. As related to the EIR basis of "we don't regulate it, so we have no responsibility for it", I would argue that "if you build it, they will come", and Oakland does have responsibility for the decisions it makes regarding these significant environmental and personal impacts.

Response to Commenter P-39

1. The commenter's statement urging engagement with the Port is acknowledged.
2. The commenter's statement regarding the point-of-view of subsequent comments is acknowledged.
3. **Section 3.3** of the EIR discusses the air quality impacts associated with the implementation of the Proposed Project. The impacts are related to both construction of the Proposed Project and operation of the Proposed Project. The conclusions provided indicate that the Proposed Project would have significant air quality impacts. The majority of ROG and NO_x emissions result from aircraft operations, which would occur as a result of forecast market demand, as described in Global Response A: Aviation Forecast.
4. **Section 3.3** and **Appendix E** of the EIR discloses the changes in air quality emissions and toxic air contaminants that would occur as a result of implementation of the Proposed Project. The analysis concluded that no significant impact would occur for residents in the vicinity of OAK. As a result, no mitigation measures are warranted.
5. A supplemental sleep disturbance analysis was prepared, also included in **Appendix M**, following release of the Draft EIR. The supplemental analysis used Single Event Noise Level (SEL) as the noise metric. The SEL analysis shows that there would be no substantial increase in the numbers of more-intrusive events at or above 85 or 90 dB SEL at any of the 15 noise receivers listed in **Appendix M**. As stated in **Section 3.11.1.3**, there is no federal- or state-mandated significance threshold for sleep disturbance from aircraft noise. See also Global Response D: Noise.

Additionally, while OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

6. **Chapter 2** of the EIR provides a description of the Proposed Project. None of the project components of the Proposed Project include the development of a 2,075-space parking garage.
7. The commenter's statement regarding sea level rise and the use of levees is acknowledged. **Chapter 2** of the EIR provides a description of the Proposed Project. No changes to levees are included as part of the Proposed Project.
8. **Chapter 2** of the EIR provides a description of the Proposed Project. No change in any runway or a new runway at OAK is included as part of the Proposed Project. If the Port were to propose the development of a new runway at OAK, a separate environmental review process would be required.

Commenter P-40**Megan Armstrong**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-40

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-41**Kisha Arora**

I oppose to the OAK expansion because it increases greenhouse gas emmisions. In general this causes a lot of air pollutants to be let out into the atmosphevre which is really bad for the enviroment and future generations. This is why I oppose

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-41

1. The commenter's opposition to the Proposed Project is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-42
Katherine Ashton-Ly

Agree the terminal should be updated but not at the cost of increasing flights, noise, pollution to our fine Alameda community.

Response to Commenter P-42

1. The commenter's statement regarding support for updating the existing terminal but not increasing flights is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

Commenter P-43**Katherine Ashton-Ly**

Increase of noise and pollution so detrimental to our lovely community	<input type="checkbox"/>
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
---	--------------------------

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-43

1. The commenter's statement regarding noise and pollution being detrimental to the community is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-44**Elizabeth Astroth**

It's already so loud. Please no expansion!!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-44

1. The commenter's statement regarding noise and opposition to the Proposed Project is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-45
Tom Athanasiou

No way we need this. Air travel has got to be capped. This is not the time to expand the airport. Seriously, this is a terrible idea. I will help to fight it.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-45

1. The commenter's statement regarding the need to cap air travel is acknowledged. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-46**Tom Athanasiou**

This is not the time to expand the airport. Seriously, this is a terrible idea. I will help to fight it. No way we need this. Air travel has got to be capped.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	
• Sea level rise threatens shoreline development.	
• Labor rights are at stake.	
• Inequity: flying is an elite privilege with high costs for everyone else.	
• We have alternatives. Invest in Rail.	
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	

Response to Commenter P-46

1. The commenter's statement regarding the need to cap air travel is acknowledged. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-47

Kaitlyn Attiga

Very concerned about the increased air pollution the expansion will contribute to the neighborhoods in close proximity to the airport as well as the Added noise pollution	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-47

1. The commenter's statement regarding concern about air pollution and noise is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-48**J B**

That area of East Oakland needs housing support and infrastructure, not more airport expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	
• Sea level rise threatens shoreline development.	
• Labor rights are at stake.	
• Inequity: flying is an elite privilege with high costs for everyone else.	
• We have alternatives. Invest in Rail.	
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	

Response to Commenter P-48

1. The commenter's statement regarding housing and infrastructure is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-49
Carolina Baachi

We live close to the airport and we dont want our community to be impacted by increased air and sound pollution. In addition, we would like to live in a green world that is taking serious actions to deflate environmental changes, which will eventually impact the viability of life in the planet.	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Labor rights are at stake. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	<input type="checkbox"/>

Response to Commenter P-49

1. The commenter's statement regarding impacts of air and sound pollution is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement regarding the desire to live in a "green world" is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-50**Bruce Baber**

There has been long standing agreement between Bayfarm Island and the Port of Oakland: Bayfarm doesn't develop residential units along the noise path of the airport and the airport won't do anything to cause more noise for Bayfarm residents. This development seems to outrageously break that agreement. Recent work at the airport has caused unacceptable levels of noise. Even if the end result of the expansion does not cause louder noise, it will most certainly cause more frequent noise and reduce the quality of life on Bayfarm Island.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-50

1. The commenter did not provide sufficient information to identify the agreement the commenter is referencing. However, the Port continues to implement a noise abatement program, which includes community stakeholder engagement. The EIR contains detailed analyses that identifies the impacts of the Proposed Project and identifies measures to reduce the magnitude of impacts to a less than significant level. For additional information, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-51
Richard Bailey

I will avoid Oakland airport like the plague because thieves are in control.

Response to Commenter P-51

1. The commenter's statement regarding their use of OAK is acknowledged.

Commenter P-52
Anina Baker

The expansion proposed will very negatively impact the surrounding neighborhoods. As it is we suffer endless problems with jet fuel and significant noise levels all hours of the day. We are woken at all hours of the night with very low and loud flying aircraft that significantly impacts our quality of life. I strongly object to the planned expansion and urge you to consider the human element of the decision.

Response to Commenter P-52

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. For a discussion of aircraft noise, see Global Response D: Noise. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-53
Anina Baker

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-53

1. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-54**David R. Baker**

Gentlepeople:

The draft EIR re the Oakland Airport is disheartening. There is an underlying cognitive dissonance between what should be the goals of an EIR and the document as drafted.

Let's start with the project objectives. Nowhere within the project objectives is there any statement that a goal is to reduce greenhouse gases. Instead there is a repetition that the greenhouse gas emissions of aircraft is not something within the control of the airport. Although superficially true, it is in fact within the control of the airport to reduce greenhouse gases by strengthening the public transit grid, reducing vehicle traffic volumes, and making the routes to and around the airport safe for bicycles and pedestrians.

What makes this dissonance even more striking is the tacit admission by the airport that climate change is now a climate crisis. That is, the airport asked the public to approve a parcel tax to raise dikes around the airport because of the growing threat of sea level rise. Thus the airport institutionally "knows" that greenhouse gases and the rising sea level that they produce is a significant and growing problem and yet there is no stated goal to reduce greenhouse gases----in a document that calls itself an environmental impact report. Nor is there any acknowledgment that aircraft has the largest passenger mile carbon footprint of any form of transportation.

In going through the actual components of the EIR, time and time again, the expansion and improvement of parking is repeated. Let's unpick that discussion: there are two significant omissions relating to parking in and about the airport.

First, nowhere is it suggested that outdoor parking should be covered with solar panels through the use of panel embedded carport arrays. This is an easy fix that solves several problems. It generates clean energy and it provides relief to auto users from the build up of heat from sunlight. Of related interest is that Kaiser Hospitals have taken the lead on this issue which could also provide an independent energy source for their emergency units as our power grid weakens from the assault of climate change generated weather whiplash. What is the plan of the airport if the PG&E grid fails? Kaiser Hospitals and its car port arrays of solar panels points in one positive direction.

The focus on parking avoids the deeper issue of making access to the airport by a stronger public transport grid. This flies right into the face of the median income of the people who actually work at the airport. Typically airport staff receives little more than minimum wage. We can take notice of the all too obvious fact that we are in an inflationary spiral, led by the oil companies, that is engulfing the income of working people. It is a salient disregard of working people that the airport refuses to acknowledge the economic plight of airport workers---despite the fact that airports and the airline industry are heavily subsidized by taxpayers including those who work there. Likewise, the emphasis on parking in turn is a de facto subsidy by the airport of the oil industry. Hence the airport recycles tax dollars ultimately to the benefit of the oil industry.

The car centric mindset of the EIR is at complete odd as to what is happening in the rest of the world. From Norway to Thailand countries are repudiating car centric ideology and instead are investing in rail, trams, bicycles and pedestrians. Thailand is interesting because of the traffic nightmare engineered by American car planning in downtown Bangkok; as poor as Thailand is it is trying to modernize the antiquated rail system built under English colonialism. Norway is interesting because it is the 11th largest oil producer in the world but it also knows that a car centric culture is an environmental nightmare and a transit dead end: one of the largest outlays of any urban area in the world is maintaining a road grid for vehicles. Thus one city in Finland has built an independent bicycle grid which is snowplowed four and five times a day during winter and it maintains an electronic count of bicycle traffic because the city is sick of the cost of repairing/replacing roads winter after winter due to vehicle traffic: one less car is one less dollar of public outlay.

Creating viable bike paths to and around the airport is "low hanging" transit fruit. It's cheap. There is, for example, a bicycle lane on the bridge between Alameda and Bay Farm Island. There is no reason not to continue that bike path along the bay to the airport and to make safe bike access to and around the airport available from Alameda to San Leandro. Yes it might require the cooperation of the East Bay park system and it would require making safe bike lanes through business parks near the airport. But they have built safe bikes lanes/pedestrian paths around business parks all over the Netherlands----why not here? And yes people would bike to the airport if the bike lanes were actually safe and not the default in the Bay Area of painted gutter lanes and once the a bicyclist actually reaches what is also needed is a secure free biking facility: it would be quite an enticement to bike into the airport with a back pack instead of a suit case and avoid large daily parking fees, sometimes as much as \$100 per day, for cars. Likewise, building safe and large bikes lanes has the added benefit of making pedestrian access to and around the airport safe.

There is a great example of safe bike/pedestrians path in the Bay Area: the new Bay Bridge. It is hard to imagine a more dangerous place for pedestrians and bicyclists than the Bay Bridge with thousands of cars rushing past at 60 mph along with occasional high winds. But it's doable and obviously well used by bicyclists and pedestrians: there is no reason why the airport could not do the same thing in and around the surrounding road grid.

The US car centric ideology has the unintended consequence of engineering a public health crisis. In a compelling study of exercise and poor outcomes, a Stanford team concluded that the US leads the developed world in both lack of exercise and obesity. The reason for this is

that Americans cannot walk or ride a bike as part of their daily routines. They have to drive and the result is an epidemic of obesity with all too foreseeable early deaths from cardiac failure or diabetes. Once again the working poor take the brunt of US car ideology: unlike their well to do peers, they cannot afford the expense of a private gym.

There has been in this state a recent referendum on expanding the road grid versus establishing a tram system in Santa Cruz. Attached is part of a report by The Train Riders of California which summarizes the recent vote where the people overwhelmingly voting against a car centric expansion of the road system and instead voted for trams. And remember, whatever Santa Cruz was as a community, it is now a suburb of Silicon Valley which tells us emphatically that the IT geeks fleeing the traffic nightmare of San Jose sprawl want a viable alternative.

The road grid around the airport is ideal for trams. These are wide roads and the obvious way to link the airport to Alameda, the BART people mover, and San Leandro is trams.

The EIR represents a great opportunity to discard the outmoded, unhealthy, expensive transit dead end of car centric ideology and join the rest of the world in making the airport accessible to trams, bikes, and pedestrians.

David R. Baker
939 Taylor Avenue
Alameda, CA 94501
Email: david@davidbakerporbate.com

TRAC Releases Santa Cruz Rail Study
Posted on July 22, 2022 by admin

In an effort to jump start rail service in Santa Cruz County, TRAC today released its Santa Cruz Rail Study. The study details the economics of a public-private partnership that would provide rail transit service on the Santa Cruz Branch line, supported by three profit-making services: Beach shuttles, dinner trains and excursion trains, and rail connections to San Jose, Monterey and Salinas.

By overwhelmingly defeating the Greenway Initiative, the voters of Santa Cruz County have clearly indicated they want rail in their future. The TRAC study offers a fast and inexpensive path to starting up service: a partnership between the Regional Transportation Commission, owner of the Santa Cruz Branch line, and a private sector firm. TRAC recommends:

1. That the RTC staff evaluate the Study to determine the reasonableness of the private sector business opportunities it discloses.
2. Following that evaluation, TRAC urges the RTC to invite private sector rail service proposals.

The study concludes that the dinner and excursion trains, which would travel where the tracks are mostly intact, between Santa Cruz and Davenport, could probably start up rather quickly.

After announcing its interest in proposals, TRAC suggests:

3. That the RTC should look for grants to repair the bridges (rather than replace them). A relatively small grant could bring the tracks up to a 59-mph standard by adding new crossties as needed.

TRAC is convinced that getting a passenger service running ASAP is far more important than having "perfect" infrastructure. Because rail passenger service has not been available for generations, it will take time to build up a culture of using rail transit. Because the total replacement approach that public agencies typically adopt is so much more expensive, it is very difficult to receive grant funding, especially where the projected ridership is merely speculative. Deferring the environmental benefits, especially having an alternative to being stuck in traffic on the highway, is not worth the delay in getting started.

Once a robust ridership has been demonstrated, it is much easier to secure grant funding. (It is relatively quick and easy to bring in automated equipment to do total replacement when and if it is actually needed.)

While the profit-making rail services are important, TRAC is most focused on the need for convenient rail transit. The Study shows that the subsidy needed to keep fares similar to bus fares could easily be met with a 1/8% sales tax. If rail fares were slightly higher, transit could run without a subsidy. Another funding possibility is sponsorships by local businesses, who would receive advertising on the rail vehicles and station structures.

TRAC is eager for this Study to be reviewed by the RTC Board, its staff, and private sector entities including TIG/m, Pop-Up Metro, St. Paul & Pacific Railroad (SPPR), and Roaring Camp Railroads. We look forward to your comments: President@calrailnews.org

Response to Commenter P-54

1. The commenter's statement regarding the goals of an EIR is acknowledged.
2. The commenter's statement regarding the need to have a project objective to reduce greenhouse gases is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement regarding greenhouse gas emissions from aircraft is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding improvements to parking is acknowledged.
5. The commenter's statement regarding the potential to cover surface parking lots with solar panels is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. The commenter's statement regarding the need to improve public transit to OAK is acknowledged.
7. The commenter's statement regarding the approach to transportation investments in other countries is acknowledged.

8. The commenter's statement regarding the potential for bike paths for access to OAK is acknowledged. The surrounding area and approach to OAK are located in the cities of Alameda and Oakland and are outside the jurisdiction of the Port.
9. The commenter's statement regarding the bike path on the Bay Bridge is acknowledged.
10. The commenter's statement regarding the correlation between a car-centric society and health issues is acknowledged.
11. The commenter's statement regarding the preference of trams over cars is acknowledged.
12. The commenter's statement regarding the potential for trams on roadways to OAK is acknowledged. The surrounding area and approach to OAK are located in the cities of Alameda and Oakland and are outside the jurisdiction of the Port.
13. The commenter's statement regarding the opportunity to make OAK accessible to trams, bikes, and pedestrians is acknowledged.
14. The commenter's summarization of the Santa Cruz Rail Study is acknowledged.

Commenter P-55**Leslie Baker**

The extreme noise and pollution that already exists would be exponentially worse if the expansion takes place. unhealthy for residents and especially children.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-55

1. The commenter's statement regarding noise and pollution is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-56**Amanda Baldiga**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-56

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-57
Michelle Balog

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-57

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-58**Barbara**

Sent from cpmy iPhone

Response to Commenter P-58

1. This comment is not associated with the EIR.

Commenter P-59**Arthur Barbour**

Comments to Oakland EIR for proposed Oakland Airport Expansion. Please include my comments to the EIR.

My concerns about the proposed expansion of the Oakland airport.

Noise and mental health/pollution and physical health issues cause by the Oakland Airport current operations and proposed operations upon local school children.

We have many preschools, elementary, middle and high schools in the immediate area of the Oakland Airport.

No analysis has been done regarding the present effects of Oakland's Airport operations upon our children attending the local schools. We need detailed data from sensors located at each school from preschools to high schools. We must analyze the data with the proficiency of the children, as well as an assessment of the mental health of the children.

How can we consider further expansion of the airport operations when we don't know the effects the airport is having today upon our children?

There are numerous medical studies showing the adverse effects from noise upon children's mental health. There are also numerous medical studies, showing the adverse effect from the air pollution upon children's physical health.

We need to quantify the effects of the noise and pollution from the Oakland Airport upon our school children today prior to considering the proposed major expansion of the Oakland Airport. Why has this not been done?

Such studies must also include the effects from increases in ground operations and increased traffic volume.

We must consider alternative transportation options other than flights.

We must consider having additional gate fees based upon an aircraft's pollution and noise levels. The fees must increase over time as an incentive for airlines to upgrade to less polluting, quieter and safer planes.

Please address each issue separately and provide me with a written response.

Response to Commenter P-59

1. The commenter's statement requesting that their comments become part of the EIR is acknowledged. Responses to comments on the Draft EIR are included in **Appendix P**.
2. **Section 3.3** of the EIR provides an analysis of air pollutant emissions and the effects on the health of residents and workers in the vicinity of OAK.
3. **Section 3.3** of the EIR provides an analysis of air pollutant emissions and the effects on the health of residents and workers in the vicinity of OAK.

4. The commenter's statement that other transportation options must be considered is acknowledged. However, the Port does not have the authority to require air travelers to use other modes of transportation. Also see Global Response I: Alternatives.
5. The commenter's statement regarding the use of fees based on aircraft pollution and noise levels is acknowledged.
6. Each comment has been addressed and a separate response has been provided.

Commenter P-60**Corinne Charlton Barbour**

When I started getting woken up at 3:00 a.m startled by the plane noises in the middle of the night, I'd had enough. The past 20 years, the flights have increased, even at ridiculous hours, & along with more flights, comes much more noise. I have never before had any problem living anywhere else with this much loud noise.

And, NOW, you wish to increase it vastly?! I am adamantly against Oakland Airport Expansion. Try cleaning it up, and focusing your efforts on both Airplane safety, and Public Safety. I spent my entire day researching this & I wonder why we Alameda citizens did not get word about the July meeting, etc for public comment?? Quite strategic, I'm sure that's working in your favor. Reasons for my immoveable position on this include: Our environment & the Climate Crisis, which is HERE and NOW as evidenced by radical weather/brutal extreme climate changes/"natural" earthly disasters are now about once a week, taking place all over the world, especially with these disasters occurring in more than the usual places, & at a devastating level. The sea level is already rising, which threatens Shoreline development. There are many other reasons, but suffice to say, WE The People, of Alameda are tired of stopping our outdoor conversations, when we hear one more plane noisily flying above, which now eliminates any exchange of conversation during those minutes, only to have the same thing happen 10 minutes later!!! ENOUGH!

Response to Commenter P-60

1. The commenter's statement regarding the effect of nighttime noise is acknowledged. A Sleep Disturbance Analysis is included in **Appendix M** of the EIR.
2. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. The commenter's statement regarding climate change is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. The commenter's statement regarding outdoor activities affected by aircraft noise is acknowledged.

Commenter P-61

Corinne Charlton Barbour

Respectfully, to the Port of Oakland,

Let's call it what it is: not "modernization", but a huge Oakland Airport Expansion "Development" project which will impact those of us in Bay Farm, Alameda, San Leandro, Oakland & East Bay Area. I understand that the Port of Oakland was responsible for informing the local general public whom this may hinder and damage day to day life with noise, and a slew of other problems.

I'd like to know what your communications plan to inform us consisted of, please. Because I never heard about this until last Tuesday, at Alameda City Hall, when by word of mouth, a bunch of us told the next person/neighbor and there was a great showing against your ideas.

Since then, I have researched, petitions, what WE can do, 1 of which is to write to you, and I shared several other links with the info we, as neighbors AND homeowners (whose property values will sink with your proposed increased NOISE problem) need to have to act upon asap.

Do you people even live here??

I am now stating officially that I am 100% against this proposal, and will do all I can to stop it.

Thanks to your lame duck PR communications, I had 1 week to inform 100's (at minimum) people who all want to do what they can in advance of your deadline, now this coming Mon, Oct 16 by 5:00 p.m. The fact no one I've spoken with on Bay Farm was informed, so they could share with others was a serious "F" for failure on your part.

As a citizen impacted seriously by your proposal, I want to see what exactly you did to try to include the public input WITHIN A TIMELY PERIOD.

Thank you in advance for sending a few notes about what happened to have something so important just fall through a crack.

I know we're all doing our best, so I wish you well.

Response to Commenter P-61

1. The commenter's statement regarding the characterization of the Proposed Project is acknowledged.
2. As part of the CEQA process, the Port is the lead agency for this EIR. **Chapter 6** of the EIR provides details on the Port's efforts to inform the public about the Proposed Project and the EIR process.

3. **Chapter 6** of the EIR provides details on the Port's efforts to inform the public about the Proposed Project and the EIR process. See also Global Response E: Environmental Justice and Community Engagement.
4. The commenter's statement regarding the use of petitions for neighbors and homeowners is acknowledged.
5. The commenter's question regarding the residences of Port employees is acknowledged.
6. The commenter's opposition to the Proposed Project is acknowledged.
7. The commenter's statement regarding the Port's efforts for public outreach is acknowledged. **Chapter 6** of the EIR provides details on the Port's efforts to inform the public about the Proposed Project and the EIR process. Global Response E: Environmental Justice and Community Engagement
8. **Chapter 6** of the EIR provides details on the Port's efforts to inform the public about the Proposed Project and the EIR process. Global Response E: Environmental Justice and Community Engagement
9. The Commenter's statement thanking the Port for sending information is acknowledged.

Commenter P-62
Corinne Charlton Barbour

I have already been awoken at 3:00 a.m. due to absurd flight sched already. As an Alamedan, homeowner/resident on Bay Farm, our conversations with anybody outside, must be stopped, every 20 minutes, due to already over-flights, due to extremely worse (over the past 20 years) constant airport noise. It used to be seen as a joke, something to have gotten used to. I will NOT take any addition to this lousy noisy quality of daily life issue. We need to make the Airport SAFER, NOT bigger!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-62

1. The commenter's statement regarding noise is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.

Airport operations at OAK meet all required safety standards of the FAA.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-63

Carol Bardoff

We need to limit air travel in this age of climate change. Put a halt to OAK expansion plans now!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-63

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-64

Carol Bardoff

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-64

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-65 **Jessica Barrett**

This is terrible for the environment and for the health of our children. Not appropriate.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-65

1. The commenter's statement regarding the health of children is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-66**Sam Barrett**

Less airplanes and pavement. More trees.	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Labor rights are at stake. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	<input type="checkbox"/>

Response to Commenter P-66

1. The commenter's statement regarding less airplanes and pavement and more trees is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-67**Stephen Barrett**

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Response to Commenter P-67

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of

implementation of the Proposed Project.

The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-68
Stephen Barrett

This expansion offers limited benefit to Bay Area residents while forcing Bay Farm residents to incur a massive cost - decrease in property values, quality of life suffers, health issues caused by pollution. This is not equitable and it must not move forward; to the extent that it does Bay Farm residents must be compensated significantly.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|--------------------------|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | <input type="checkbox"/> |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | <input type="checkbox"/> |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | <input type="checkbox"/> |
| 4. It's too much noise. More Flights= More noise. | <input type="checkbox"/> |
| 5. Sea level rise threatens shoreline development. | <input type="checkbox"/> |
| 6. Labor rights are at stake. | <input type="checkbox"/> |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | <input type="checkbox"/> |
| 8. We have alternatives. Invest in Rail. | <input type="checkbox"/> |
| 9. We have alternatives like remote business and conferencing. | <input type="checkbox"/> |
| 10. We need to shift towards climate-just transportation. | <input type="checkbox"/> |

Response to Commenter P-68

1. The commenter's statement regarding the benefits and costs of the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-69**Katharyn Redmiles Barron**

I live close to the airport on Bay Farm Island. I am very concerned about an increase in noise and pollution for my family.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-69

1. The commenter's statement regarding concern about an increase in noise and pollution is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-70**Janet Basta**

I am very concerned about increased noise levels, traffic issues due to parking, and the environmental impact especially for children & animals.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|--------------------------|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | <input type="checkbox"/> |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | <input type="checkbox"/> |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | <input type="checkbox"/> |
| 4. It's too much noise. More Flights= More noise. | <input type="checkbox"/> |
| 5. Sea level rise threatens shoreline development. | <input type="checkbox"/> |
| 6. Labor rights are at stake. | <input type="checkbox"/> |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | <input type="checkbox"/> |
| 8. We have alternatives. Invest in Rail. | <input type="checkbox"/> |
| 9. We have alternatives like remote business and conferencing. | <input type="checkbox"/> |
| 10. We need to shift towards climate-just transportation. | <input type="checkbox"/> |

Response to Commenter P-70

1. The commenter's statement regarding noise, traffic, and environmental impacts is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-71**Alina Baugh**

Hello,

My name is Alina Baugh, I am a Bay Farm Alameda resident and live less than 2 miles from the airport.

When I purchased my house I read all the disclosures about airport noises, distance from the airport, etc., and signed off on the airport as it was then.

I am against the airport expansion project for several reasons.

1. For the past several years the airport has been working on the runways and in turn has been flying planes right above my roof, for a while it was happening every Monday. On those days, the pollution is very visible. I cannot keep my windows open, because when they are, my window sills and countertops by the windows are filled with dust by the end of the day. I literally walk with white wet towels wiping the surface, and the white towels are gray when I am done. This is the air that my young kids and elderly parents are breathing. This is, in no doubt, going to show up in our health in the future.

2. While our kids are learning about climate change and the emission from planes, while our government is looking to transition to electric vehicles, and while so many government agencies and residents are fighting for a better climate for the next generations, Oakland airport is adding to global warming and adding emission by supporting the elite and greedy.

3. The actual construction will cause major health issues to our young generation for years to come. The noise from demolition and construction, the pollutants which will be added to the nearby residencies.

4. People who are on the spectrum are very affected by the noise. These families purchased homes understanding what environment they are moving their on-spectrum family members to, and have been devastatingly surprised on the days when planes are flying so low over their heads. Moving to a new neighborhood is not a privilege families on Bay Farm have. This is a diverse, working class community and not an elite neighborhood.

5. Being in the flight zone, planes literally fly over our roof. These activities are not only during business hours, the flights are at 1 am, 3 am or 5 am. Most people cannot afford to improve their insulation to keep the noise out, which creates a psychological crisis for many people.

I ask that you take into consideration the health and well-being of the residents and protect our communities. Please reject this Project and save the people.

Thank you for taking the time to read this.

Response to Commenter P-71

8. The commenter's opposition to the Proposed Project is acknowledged.
9. The commenter's statement regarding the effects of runway maintenance activities is acknowledged.
10. The commenter's statement regarding climate change is acknowledged.
11. The commenter's statement regarding impacts during construction is acknowledged. **Section 3.3** of the EIR discloses the air quality impacts that would occur during construction of the Proposed Project.
12. The commenter's statements regarding the effects of noise are acknowledged.
13. The commenter's statement regarding nighttime noise is acknowledged. **Appendix M** of the EIR provides a Sleep Disturbance Study associated with nighttime flights at OAK.
14. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.

Commenter P-72

Charles Baugh

NO WAY! TOO LOUD! It already shakes our entire home when they fly over us now, waking us up (or keeping us awake). We DID NOT sign up for this constant noise. Last Thursday our exterior backyard light fixture actually rattled off the side of our house, costing us \$45?..

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.	
6. Labor rights are at stake.	
7. Inequity: flying is an elite privilege with high costs for everyone else.	
8. We have alternatives. Invest in Rail.	
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	

Response to Commenter P-72

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. **Appendix M** of the EIR provides a Sleep Disturbance Study associated with nighttime flights at OAK. Noise impacts of the Proposed project were evaluated in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-73

Joslyn Baxter

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-73

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-74**Austin Bean**

Hello-

I'd like to submit a comment on the Oakland Airport Terminal Modernizaon & Development plan:

I like the idea of expanding the airport capacity, and think OAK could really benefit from the expansion. Including more space for air side restaurants is important and will make the airport experience beer. I'd propose a stronger connecon via the e BART with staon in the terminal. Beer public transportaon to and from the airport will make the experience of flying out of OAK that much nicer.

Response to Commenter P-74

1. The commenter has provided their comment regarding the Proposed Project.
2. The commenter's statements regarding the Proposed Project are acknowledged. One of the project components of the Proposed Project includes the construction of a BART access covered walkway. **Chapter 2** of the EIR includes a description of all project components.

Commenter P-75**Karen Beck**

Only 15 percent of the population flies. The rest of us pay the price in pollution, noise and climate change. No on expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-75

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-76
Rachel Beck

The current quantity of flights already constitute a burden on the neighborhoods closest to the airport, and in flight paths. Jet fuel particulates correlate with negative health outcomes, both near airports and in flight paths. We need less, not more, of that.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-76

1. The commenter's statement regarding the number of flights at OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is

subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-77**Rachel Beck**

The current quantity of flights already constitute a burden on the neighborhoods closest to the airport, and in flight paths. Jet fuel particulates correlate with negative health outcomes, both near airports and in flight paths. We need less, not more, of that. Low income residents are already disproportionately affected by airport noise and particulates. Adding more flights makes both problems worse.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-77

1. The commenter's statement regarding the number of flights at OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-78**Barbara Becker**

Hi.

Please inform impact of airport development on flight patters including take offs and landings in all weat(er. thank you

**Response to Commenter P-78**

1. The Proposed Project is to modernize the existing terminals and construct a new terminal at OAK. No changes in flight paths would occur as a result of the Proposed Project. Also, see Global Response B: Flight Paths and Procedures.

Commenter P-79**Jolie Beckwith**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-79

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-80**Jeffrey Beeman**

5020 Santa Rita Rd.
El Sobrante, CA 94803
August 15, 2023

Port of Oakland
Attn: Board of Commissioners
530 Water St.
Oakland, CA 94607

Dear commissioners,

This letter pertains to the OAK airport expansion and modernization that is currently being planned. As the EIR spells out, this expansion has many attractive qualities. The aesthetics of the airport will certainly improve, the facility will accommodate larger aircraft, the number of gates will increase, and the safety and efficiency of the ground operations should improve drastically. The passenger experience can only improve under this scenario, making air travel via Oakland a significantly more attractive option. Travelers leaving and entering Oakland via the airport will get an improved, favorable impression of the city, which would certainly be a welcome outcome. If these were the only outcomes, this expansion would certainly be highly desirable.

Unfortunately, these improvements must today be viewed in the context of a larger environmental lens. Imagine for a moment that we are all in Ol:Jr cars, and our cars are in our garages. Our engines are running and our garage doors are closed. The engines keep running, and we have very little time left to shut off the engine, but we are listening to the radio and the NC is keeping us nice and cool. This is exactly where the planet is right now. We are comfortable, enjoying the use of fossil fuels to keep us fed, comfortable, and traveling freely, but we have a finite atmosphere, and we are making it toxic to life.

There is no escaping the fact that climate change is real, it is exacerbated by fossil fuel burning, and we have extremely little time to transform our traditional means of combustion-based transportation into methods that are more benign. Air travel has certainly gotten better over the past few decades in terms of CO₂ produced per passenger mile, but there is no escaping that it still has a very high environmental impact. According to the Union of Concerned Scientists, the Congressional Budget Office, and the EPA, air travel results in 0.34 -1.10 pounds of CO₂ per passenger mile, depending on length of trip, seating class, number of stops, etc.. This compares favorably with driving a personal gasoline-powered car (0.47 -2.1 pounds), but drastically out-pollutes travel by rail (0.17 - 0.3), by motor coach (0.12 -0.39) or by electric car (0.17-0.40)^{1,2,3}. Admittedly, these numbers are averages and ranges, and can vary widely depending on the flight, the specific internal combustion engine car chosen, the number of passengers per vehicle, the source of electricity for the electric car and its efficiency, etc., but the trends informed by these numbers are absolutely telling.

The airline industry knows that this is a substantial problem. The scientific and political consensus is that the world needs to achieve a "net zero" greenhouse gas evolution by 2050 if we want to avert the worst consequences of climate change. Unfortunately, the likelihood of the airline industry to sustainably produce all of the fuel that it needs to reach this goal is essentially nil. A recent report by the International Energy Association admits this reality when it says "demand restraint solutions will be needed" to reach such a goal⁴. We can compare this outlook with the future of train travel, for instance, which will only get faster and cleaner, as tracks are improved and engines are converted to electricity-only or hybrid modes of operation. The Infrastructure Investment and Jobs Act of 2021 includes \$668 for passenger and freight rail improvements in the US for just this reason.

Given this context, we have decisions to make as a society. Americans for the most part love airline travel if they can afford it, and airplane trips for business, vacations and pleasure are quite common. However, the global costs of fossil fuel combustion continue to increase, and are borne by the entire planet -disproportionately by those living in poorer countries. The price of disaster relief is not included in the cost of an airplane ticket, and the places on earth that are becoming inhospitable for all forms of life are growing. The time that we have left in our garages is ending quickly, and wouldn't it be great to leave some air for our kids?

We will not curtail all airplane travel by upgrading OAK, but we will encourage more of it. This trend is in the absolute wrong direction. If we want to invest in a collective long-term future that will bring a net benefit to all economic classes, we need to discourage air travel and encourage (and invest in) the types of transportation that get cleaner over time. Electric rail, motor coaches, and electric cars are the solution for that problem. Let's encourage these modes of transportation and keep OAK modest.

Fixing the climate looks exactly like this: one million decisions of this kind, each with a .001 % solution to the problem. Without them, however, the planet doesn't stand a chance.

Sincerely,

Jeffrey Beeman
 El Sobrante, CA
 35 year career as a Scientist/ Engineer (retired)

1. Getting There Greener• The Guide to Your lower Carbon Vacation, Union of Concerned Scientists Report, WWW.UCS.COM. 2008
2. Emissions of Carbon Dioxide in the Transportation Sector, Congressional Budget Office, <https://www.cbo.gov/publication/58861# idTextAnchor019>, 2022
3. Greenhouse Gas Emissions from Electric and Plug-In Hybrid Vehicles -Results, U.S. Department of Energy and Environmental Protection Agency, WWW.Fueleconomy.gov, 2023
4. Report on Aviation, International Energy Agency, WWW.iea.org/energy-system/transportaviation, 2023

Response to Commenter P-80

1. The commenter's statement regarding the outcome of the Proposed Project is acknowledged.
2. The commenter's statement regarding the finite atmosphere is acknowledged.
3. The commenter's statement regarding climate change is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding the airline industry and achieving "net zero" greenhouse gas emissions is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. The commenter's statement regarding the global costs of fossil fuel combustion is acknowledged. See Global Response H: Alternative Fuels.
6. The commenter's statement regarding the need to discourage air travel and encourage and invest in other types of transportation is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
7. The commenter's statement regarding how to fix climate change is acknowledged.
8. The commenter's list of resources regarding climate change is acknowledged.

Commenter P-81**Jeffrey Beeman**

I was a research associate and a scientist at Lawrence Berg Laboratory for 35 years ·before I retired in 2019.· During my entire career at LBL I saw the ever-worsening climate data and climate related tragedies unfolding in front of us and also witnessed the failure of society to react with the urgency that the data suggests.· The data are just data.· They're often abstract and the changes happen so slowly as to be imperceptible for many people so forget about the data.· Here's the thing I want you to imagine.· We are all in our cars, and our cars are in our garages, and the engines are running, and the garage door is closed.· The engine keeps running.· We have very little time left to shut off the engine but we are listening to the radio and the AC is keeping us nice and cool.· This is exactly where we are right now.· We have a finite atmosphere and we are making it toxic to life.

The Oakland Airport expansion is being planned by a lot of thoughtful, talented people.· The project would undoubtedly provide some shortterm and longterm jobs, help improve the image of Oakland, and make for a substantially improved flying experience for those who travel by air.· Without any atmosphere constraints it would be a beautiful project. Unfortunately we do have atmospheric constraints and they are pressing down on us with ever increasing intensity.· We don't need to see any more of these stories.· What we need instead is a way to check the stories that we tell ourselves, stories like the climate has always changed or if we keep using fossil fuels we'll kill the economy or if we stop the OAK project customers will only find another way to do their air travel.

Most in action stories are simply untrue but there's one story that counts.· Everything we do to make fossil fuel use cheaper, more convenient or more relied upon in any way decreases the time we have left in our garage..· This project is a perfect example.· Air travel is according to most accounts around six times more polluting per passenger mile than diesel rail travel.· Electric travel is only better.· This is exactly why France has recently banned all short haul flights and Schiphol Airport in Amsterdam is banning private jets.· We need to shift our focus and social goals from air travel to rail travel as soon as possible.· Will people travel to SFO or San Jose to get around OAK if we don't do this project maybe but if we offer them expanded, convenient, clean Amtrak that only takes slightly more time and a lot less hassle this is the direction to head.· Let's forget this project, get more car and airplane engines turned off –

Response to Commenter P-81

1. The commenter's statement regarding the finite atmosphere is acknowledged.
2. The commenter's statement regarding atmospheric constraints is acknowledged.
3. **Section 4.3** of the EIR shows that the Port identified and evaluated eight alternatives. These alternatives included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air

travelers to use other modes of transportation instead of aircraft. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-82

Jeffrey Beeman

We have very little time remaining to make meaningful reductions in our greenhouse gas emissions. We cannot afford to "ramp up" emissions, like this project intends to do, thinking that some unforeseen breakthrough is going to put the climate devastation genie back in the bottle. There are no identified technologies that can achieve this now or on the horizon. OAK flights need to be capped or reduced ASAP and investments increased for rail or other electricity-based modes of transportation, since these are the only modes that will get cleaner as the grid gets cleaner. Do it for your kids and grandkids. We are already handing them a LOT of bad news.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-82

1. The commenter's statement regarding the need to make meaningful reductions in greenhouse gas emissions is acknowledged. See also Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding no identified technologies for reducing greenhouse gas emissions is acknowledged. See also Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-83**Jeffrey Beeman**

The Oakland Airport expansion has many attractive qualities. As the EIR spells out, the aesthetics of the airport will certainly improve, the facility will accommodate larger aircraft, and the safety and efficiency of the ground operations should improve drastically. The passenger experience can only improve under this scenario, making air travel via Oakland a significantly more attractive option. Travelers leaving and entering Oakland via the airport will get an improved, favorable impression of the city, which would certainly be a welcome outcome. If these were the only outcomes, this expansion would certainly be highly desirable.

Unfortunately, these improvements must today be viewed in the context of a larger environmental lens. Imagine for a moment that we are all in our cars, and our cars are in our garages. Our engines are running and our garage doors are closed. The engines keep running, and we have very little time left to shut off the engine, but we are listening to the radio and the A/C is keeping us nice and cool. This is exactly where the planet is right now. We are comfortable, enjoying the use of fossil fuels to keep us fed, comfortable, and traveling freely, but we have a finite atmosphere, and we are making it toxic to life.

There is no escaping the fact that climate change is real, it is exacerbated by fossil fuel burning, and we have extremely little time to transform our traditional means of combustion-based transportation into methods that are more benign. Air travel has certainly gotten better over the past few decades in terms of CO₂ produced per passenger mile, but there is no escaping that it still has a very high environmental impact. According to the Union of Concerned Scientists, the Congressional Budget Office, and the EPA, air travel results in 0.34 - 1.10 pounds of CO₂ per passenger mile, depending on length of trip, seating class, number of stops, etc.. This compares favorably with driving a personal gasoline-powered car (0.47 - 2.1 pounds), but drastically out-pollutes travel by rail (0.17 - 0.3), by motor coach (0.12 - 0.39) or by electric car (0.17- 0.40)^{1,2,3}. Admittedly, these numbers are averages and ranges, and can vary widely depending on the flight, the specific internal combustion engine car chosen, the number of passengers per vehicle, the source of electricity for the electric car and its efficiency, etc., but the trends informed by these numbers are absolutely telling.

The airline industry knows that this is a substantial problem. The scientific and political consensus is that the world needs to achieve a “net zero” greenhouse gas evolution by 2050 if we want to avert the worst consequences of climate change. Unfortunately, the likelihood of the airline industry to sustainably produce all of the fuel that it needs to reach this goal is essentially nil. A recent report by the International Energy Association admits this reality when it says “demand restraint solutions will be needed” to reach such a goal⁴. We can compare this outlook with the future of train travel, for instance, which will only get faster and cleaner, as tracks are improved and engines are converted to electricity-only or hybrid modes of operation. The Infrastructure Investment and Jobs Act of 2021 includes \$66B for passenger and freight rail improvements in the US for just this reason.

Given this context, we have decisions to make as a society. Americans for the most part love airline travel if they can afford it, and airplane trips for business, vacations and pleasure are quite common. However, the global costs of fossil fuel combustion continue to increase, and are borne by the entire planet - disproportionately by those living in poorer countries. The price of disaster relief is not included in the cost of an airplane ticket, and the places on earth that are becoming inhospitable for all forms of life are growing. The time that we have left in our garages is ending quickly, and wouldn’t it be great to leave some air for our kids?

We will not curtail all airplane travel by upgrading OAK, but we will encourage more of it. This trend is in the absolute wrong direction. If we want to invest in a collective long-term future that will bring a net benefit to all economic classes, we need to discourage air travel and encourage (and invest in) the types of transportation that get cleaner over time. Electric rail, motor coaches, and electric cars are the solution for that problem. Let's encourage these modes of transportation and keep OAK modest, inelegant, and, to some extent, outdated. It will need to become just that in order to fix the climate in any case.

Sincerely,
 Jeffrey Beeman
 El Sobrante, CA
 35 year career as a Scientist/ Engineer (retired)

1. Getting There Greener - The Guide to Your lower Carbon Vacation, Union of Concerned Scientists Report, WWW.UCS.COM, 2008
2. Emissions of Carbon Dioxide in the Transportation Sector, Congressional Budget Office, https://www.cbo.gov/publication/58861#_idTextAnchor019, 2022
3. Greenhouse Gas Emissions from Electric and Plug-In Hybrid Vehicles – Results, U.S. Department of Energy and Environmental Protection Agency, WWW.Fueleconomy.gov, 2023
4. Report on Aviation, International Energy Agency, <WWW.iea.org/energy-system/transport/aviation>, 2023

Response to Commenter P-83

1. The commenter's statement regarding the outcome of the Proposed Project is acknowledged.
2. The commenter's statement regarding the finite atmosphere is acknowledged.
3. The commenter's statement regarding climate change is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding the airline industry and achieving "net zero" greenhouse gas emissions is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. The commenter's statement regarding the global costs of fossil fuel combustion is acknowledged. See Global Response H: Alternative Fuels.
6. The commenter's statement regarding the need to discourage air travel and encourage and invest in other types of transportation is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

7. The commenter's list of resources regarding climate change is acknowledged.

Commenter P-84

Dorie Behrstock

Living next to OAK I have watched CLASS efforts yet have not experienced noticeable consideration of the people who object to the increased noise and air pollution we experience. This petition expresses most of my concerns. With risks of sea level rising taken into account as well, please review further options including rail where CA and USA are laggards in the modern world.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-84

1. The commenter's statement requesting other options is acknowledged. See also Global Response I: Alternatives, for a discussion of alternatives to the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-85
Herb Behrstock

Expansion of OAK airport is distained. It significantly adds noise and pollution to residents, including young children and vulnerable adults. An alternative arrangement -- even if expansion of OAK -- MUST limit noise and any commercial use of runway #2.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-85

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise. No changes in runway use are included in the Proposed Project. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-86
Mignon Belongie

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-86

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-87

Cachet Berger

Living in the west end, I have constant airplane noise already and black jet fuel on my plants. Please reconsider this expansion and reroute the flight plan. It's too noisy.



Response to Commenter P-87

1. The commenter's statement requesting other options is acknowledged. See also Global Response I: Alternatives for a discussion of alternatives to the Proposed Project. The Proposed Project does not include any changes to runway use.

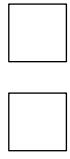
Commenter P-88

Nancy Berger

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:



1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution



3. Aviation is hard to decarbonize and biofuels are not the answer.	
4. It's too much noise. More Flights= More noise.	
5. Sea level rise threatens shoreline development.	
6. Labor rights are at stake.	
7. Inequity: flying is an elite privilege with high costs for everyone else.	
8. We have alternatives. Invest in Rail.	
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	

Response to Commenter P-88

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-89

Eric Bergman

The Peace and Freedom Party Alameda County Chapter (PFP ACC) opposes the planned Oakland Airport expansion. I'm chair of the PFP ACC.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-89

1. The commenter's opposition of the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-90

Darryl Berk

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

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

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

Response to Commenter P-90

1. The commenter's statement regarding the filing of noise complaints is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement regarding air pollutant emissions is acknowledged. **Section 3.3** of the EIR discloses the impacts that would occur during construction of the Proposed Project.
3. Commenter's statement is acknowledged. The materials from the presentation are available at the Project website:
<https://www.oaklandairport.com/terminaldevelopment/>.

Commenter P-91**Darryl Berk**

The noise is close to being unbearable. I suggest you spend several days and nights experiencing this. How is it that corporate jets can come and go as they please while I am required to remove my shoes and belt and empty my pockets before boarding a plane?

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-91

1. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-92**Darryl Berk**

The noise is close to being unbearable. I suggest you spend several days and nights experiencing this. How is it that corporate jets can come and go as they please while I am required to remove my shoes and belt and empty my pockets before boarding a plane? Stop any expansion

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-92

1. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-93
Barbara Berman

U.S. commercial aviation currently contributes ~2% of the nation's CO2 emissions. Air passenger miles are projected to double by 2050. 12% of US frequent fliers are responsible for 66% of air travel emissions in 2017. 1% of the world's population accounted for 50% of air travel emissions in 2018. Against this backdrop the Port of Oakland is planning to add 16 new gates at the Oakland Airport (32 gates currently). Thousands of additional flights will result in more global warming, pollution and noise, contrary to California's climate commitments. I believe air travel growth is not sustainable and needs to be constrained. I oppose the Oakland Airport expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.

- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-93

1. The commenter's statement regarding commercial aviation contribution to climate change is acknowledged. Regarding the number of existing gates at OAK, there are 29 gates as described in **Section 2.3.2** of the EIR. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-94
Laura Bernstein

I live in Alameda (as do my children and grandchildren) and do not want more noise and pollution to be generation by an expansion of Oakland Airport. Climate catastrophe is upon us; let's fly less, not more.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-94

1. The commenter's statement regarding the desire for less noise and pollution is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-95**Laura Bernstein**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-95

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-96

Constance Beutel

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-96

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-97
Constance Beutel

Please consider not expanding Oakland Airport

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-97

1. The commenter's statement requesting other alternatives is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-98**Brian Beveridge**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-98

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-99**Ara Bicakci**

The Oakland Airport should not be allowed to expand its operations and further victimize countless neighborhoods with incessant aircraft noise at all hours of the day and night unless and until it institutes a fair, effective and enforceable noise abatement policy.

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-99

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-100**Catherine Bierwith**

We bought our home based on current noise levels. Please DO NOT increase!	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-100

1. The commenter's statement regarding noise at their home is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
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11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-101**Scott Bieser**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-101

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-102**Jim Bishop**

Stop air traffic noise and pollution from damaging the public's health and increasing urban stress and crime!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-102

1. The commenter's statement requesting a stop to aircraft noise and pollution is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-103
Michelle Blackburn

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. An increase of flights and increased usage of North Field directing aircraft over ALL of Alameda will mean louder, more frequent noise disturbances, jet fuel released directly over residents and schools, and increased climate change with sea level impacts on all of Alameda. Neighborhoods closest to South Field already experience an average sound level greater than the FAA regulated 65dB from flights departing Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts, including: climate change, environmental/wildlife concerns, and increased vehicle traffic.

1. We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights = More noise.

5. Sea level rise threatens shoreline development. More Flights == More Sea Level Rise

6. We need to shift towards climate-just transportation.

7. Many airports modernize their facilities without expansion. Modernize the existing facilities and operate within the existing footprint.

I request that the Port of Oakland explores ALL potential options to mitigate noise, air pollution, and climate impacts (require all jets to use the North Field runway, change existing flight patterns, modernize the existing facilities and operate within the existing footprint, etc).	<input type="checkbox"/>
I do not believe the Draft Environmental Impact Report for this project adequately addresses the concerns I raise. The final EIR must include comprehensive assessment of air and noise pollution, assessment and mitigation of immediate and long-term health risks, impact on climate change, and fair presentation of alternative options, including modernizing the existing facility.	<input type="checkbox"/>

Response to Commenter P-103

1. The commenter's statements regarding perceived impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. See also Global Response D: Noise.
2. **Sections 3.4, 3.7, and 3.13** of the EIR provide an analysis of the biological resource impacts, the greenhouse gas impacts, and traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. The commenter's statement regarding a shift to other modes of transportation is acknowledged.
9. The commenter's statement regarding the need to modernize OAK without increasing the footprint of buildings at OAK is acknowledged. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. See also Global Response A: Aviation Forecast.

10. Mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
11. **Sections 3.3 and 3.11** of the EIR disclose the impacts associated with air quality and noise, respectively. In addition, **Section 3.3** of the EIR provides a comprehensive analysis health risks associated with the implementation of the Proposed Project. **Section 3.7** of the EIR discusses greenhouse gas and impacts of the Proposed Project to climate change. **Chapter 4** of the EIR identifies and analyzes other alternatives to the Proposed Project. See also Global Response D: Noise, Global Response F: Human Health Risk Assessment, Global Response G: Greenhouse Gas and Climate Change, and Global Response I: Alternatives.

Commenter P-104**Olli Blackburn**

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. An increase of flights and increased usage of North Field directing aircraft over ALL of Alameda will mean louder, more frequent noise disturbances, jet fuel released directly over residents and schools, and increased climate change with sea level impacts on all of Alameda. Neighborhoods closest to South Field already experience an average sound level greater than the FAA regulated 65dB from flights departing Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts, including: climate change, environmental/wildlife concerns, and increased vehicle traffic.

1. We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights = More noise.

5. Sea level rise threatens shoreline development. More Flights == More Sea Level Rise

6. We need to shift towards climate-just transportation.

7. Many airports modernize their facilities without expansion. Modernize the existing facilities and operate within the existing footprint.

I request that the Port of Oakland explores ALL potential options to mitigate noise, air pollution, and climate impacts (require all jets to use the North Field runway, change existing flight patterns, modernize the existing facilities and operate within the existing footprint, etc).

I do not believe the Draft Environmental Impact Report for this project adequately addresses the concerns I raise. The final EIR must include comprehensive assessment of air and noise pollution, assessment and mitigation of immediate and long-term health risks, impact on climate change, and fair presentation of alternative options, including modernizing the existing facility.

Response to Commenter P-104

1. The commenter's statements regarding perceived impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. See also Global Response D: Noise.
2. **Sections 3.4, 3.7, and 3.13** of the EIR provide an analysis of the biological resource impacts, the greenhouse gas impacts, and traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
9. The commenter's statement regarding the need to modernize OAK without increasing the footprint of buildings at OAK is acknowledged. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-

inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.

10. Mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
11. **Sections 3.3 and 3.11** of the EIR disclose the impacts associated with air quality and noise, respectively. In addition, **Section 3.3** of the EIR provides a comprehensive analysis health risks associated with the implementation of the Proposed Project. **Section 3.7** of the EIR discusses greenhouse gas and impacts of the Proposed Project to climate change. **Chapter 4** of the EIR identifies and analyzes other alternatives to the Proposed Project. See also Global Response D: Noise, Global Response F: Human Health Risk Assessment, Global Response G: Greenhouse Gas and Climate Change, and Global Response I: Alternatives.

Commenter P-105

Olli Blackburn

This project will greatly impact residents and schools in its vicinity. An increase of flights and increased usage of North Field directing aircraft over ALL of Alameda, this would mean louder, more frequent noise disturbances, jet fuel released directly over residents and schools, and increased climate change with sea level impacts on all of the Alameda. Residents closest to South Field already experience an average sound level greater than the FAA regulated 65dB from flights departing OAK. Noise and air pollution are of utmost concern, but there are many indirect impacts: climate change, environmental/wildlife concerns, and increased vehicle traffic.	<input type="checkbox"/>
Many airports modernize without expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise, air pollution, and climate impacts (require all jets to use the North Field runway, change existing flight patterns, modernize the existing facilities and operate within the existing footprint, etc).	<input type="checkbox"/>

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-105

1. The commenter's statements regarding perceived impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. See also Global Response D: Noise.
2. **Sections 3.4, 3.7, and 3.13** of the EIR provide an analysis of the biological resource impacts, the greenhouse gas impacts, and traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
3. The commenter's statement regarding the need to modernize OAK without increasing the footprint of buildings at OAK is acknowledged. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. See also Global Response A: Aviation Forecast.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-106**Ann Blake**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-106

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-107
Elizabeth A Blankenship

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

- | | |
|---|--------------------------|
| <p>8. We have alternatives. Invest in Rail.</p> <p>9. We have alternatives like remote business and conferencing.</p> | <input type="checkbox"/> |
| <p>10. We need to shift towards climate-just transportation.</p> | <input type="checkbox"/> |

Response to Commenter P-107

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-108**Samie Blasingame**

subsidize train travel instead!!!	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Labor rights are at stake. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	<input type="checkbox"/>
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	<input type="checkbox"/>

Response to Commenter P-108

1. The commenter’s statement regarding subsidizing train travel is acknowledged. Alternatives, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to use other modes of transportation instead of aircraft. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

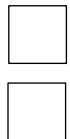
Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-109

Nishanga Bliss

I fly out of Oakland precisely because it is a medium sized, relaxed airport that is not overcrowded and busy. Please do NOT expand our airport and endanger the bay and neighboring communities and wildlife. Also I am very concerned about the climate crisis and limit my flying because of the environmental impact of flying. We must act now to protect the future, decarbonize air travel and stabilize the climate.



Response to Commenter P-109

1. The commenter's statement regarding their use of OAK is acknowledged. The commenter's statement requesting that the Port not "expand" OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

Commenter P-110**Nishanga Bliss**

I live in Berkeley and am very concerned about our climate and bay. People should fly less not more and the Oakland airport abuts sensitive wetlands, important for climate mitigation. I oppose the expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-110

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-111**Phil Blumenthal**

Stop this unsafe expansion of the Oakland Airport	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-111

1. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-112**Susan Blumstein**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-112

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-113
Lauria Bochner

I'm very concerned about the noise and air pollution that will increase with the expansion. Not enough studies have been carried out regarding the current and future levels.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-113

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-114**Micki Boden**

As an Oakland resident for years, I vehemently oppose this expansion. SFO is a bustling international airport that already services this area - there is no good reason for OAK to build up further. This is a cash grab at the expense of the planet and laborers. It must be stopped.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-114

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-115**Micki Boden**

As an Oakland resident for years, I vehemently oppose this expansion. SFO is a bustling international airport that already services this area - there is no good reason for OAK to build up further. This is a cash grab at the expense of the planet and laborers. It must be stopped.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-115

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-116**Walter Bodger**

Even though I live in Southern California, the proposed expansion will affect me because it will encourage flying and thus worsen climate change. The funds would be better spent accelerating the development of high-speed rail from the Bay Area to SoCal and then to other locations.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-116

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. Alternatives, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to use other modes of transportation instead of aircraft. See Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-117**Chris Boehm**

Please reconsider this proposal.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	
5. Sea level rise threatens shoreline development.	
6. Labor rights are at stake.	
7. Inequity: flying is an elite privilege with high costs for everyone else.	
8. We have alternatives. Invest in Rail.	
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	

Response to Commenter P-117

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-118

Diana Bohn

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-118

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-119**Jillene Harmon Bohr**

We, the people, have been suffering since the airline paths were moved, and now you want to expand?! This is NOT ok! I didn't buy my house 20+ years ago to suffer all this air and noise pollution in my elder years. I am regularly awakened during the night by low flying planes, and am starting to have heart and lung issues. All the air traffic over my house has already diminished the value of my property, and the expansion of the Oakland Airport will only make living here more miserable than it is now. Someone please do the right thing and stop this expansion!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

- | | |
|---|--|
| • Inequity: flying is an elite privilege with high costs for everyone else. | |
| • We have alternatives. Invest in Rail. | |
| • We have alternatives like remote business and conferencing. | |
| • We need to shift towards climate-just transportation. | |

Response to Commenter P-119

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-120**Jillene Harmon Bohr**

I bought my home 22 years ago, raised my children here, and planned on spending the rest of my life in my wonderful home. I would NEVER have bought a house in a flight path, and you have ruined the value of my home by creating all the noise & unhealthy conditions. Your low flying airplanes are affecting my health, vibrating my home during sleeping hours, and dropping poisons into our air. I especially worry about my young grandsons breathing what you are dropping on us! Until the current flight paths are corrected, we do NOT need more planes in the air!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-120

1. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-121**Jonathan Bond**

The airport is working just fine. We don't need more street traffic or less controlled noise overhead, particularly as it will impact Alameda first. In addition the aircraft produce too much pollution already, we don't need more.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

• Aviation is hard to decarbonize and biofuels are not the answer.	
• It's too much noise. More Flights= More noise.	
• Sea level rise threatens shoreline development.	
• Labor rights are at stake.	
• Inequity: flying is an elite privilege with high costs for everyone else.	
• We have alternatives. Invest in Rail.	
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	

Response to Commenter P-121

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding aircraft noise is acknowledged. See Global Response D: Noise
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-122**Richard Bonoan**

The noise and pollution on Bay Farm Alameda will be more pronounced with the addition of a new runway. I live here and it would be a concern for all residents in this area.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-122

1. **Chapter 2** of the EIR presents a description of the Proposed Project. The Proposed Project does not include any changes to the runways at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-123**Martha Booz**

I support this petition wholeheartedly.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
• Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
• It's too much noise. More Flights= More noise.	<input type="checkbox"/>
• Sea level rise threatens shoreline development.	<input type="checkbox"/>
• Labor rights are at stake.	<input type="checkbox"/>
• Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
• We have alternatives. Invest in Rail.	<input type="checkbox"/>
• We have alternatives like remote business and conferencing.	<input type="checkbox"/>
• We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-123

1. The commenter's statement regarding the support of a petition is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-124

Lily Boris

Please review the environmental and noise impact on the city of Alameda. Alameda should take a look at the John Wayne airport noise abatement program, which is all online for free. Here is a sample. JWA has one of the most stringent aircraft access and noise monitoring programs in the United States and, perhaps, the world. Commercial Air Carrier operations at JWA are regulated by the Access Plan, which places restrictions on operational capacity, hours of operations, and noise levels.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-124

1. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-125**Michael Bostick**

I am opposed to this project proposal due to the likelihood of increased air traffic and its associated noise as well as the GHG emissions from jets.

Due to the implementation of NextGen in 2015, arrivals and departures in Oakland have become super highways in the sky. Those of us who are unfortunate to live under a flight path, such as WNDSPR, have suffered disproportionately and unfairly. We have no recourse with the FAA. OAK EIR has not addressed impacts of noise on flight paths. Underlying residents cannot accept this exacerbated problem

Response to Commenter P-125

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion of flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-126

Michael Bostick

We don't need more jet traffic! Too much noise and environmental costs. We don't need more noise or pollution over Oakland! They can refurbish the airport but no new gates!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-126

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-127**Michael Bostick**

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

From my standpoint I think that the Port's motivation is suspect.. I don't understand where this is coming from necessarily.. I know for a fact that the Port has done great work in terms of its efficiency of the truck and cargo traffic in the Port itself in electrifying shore power and so forth. I think that's not necessarily what's going on here. I don't understand again but the -- the other aspect is the noise and that affects me personally.. I have lived under a flight path that was changed by the next gen, the FAA's next gen policy, and I get the super highway in the sky and the Windsor flight path so the increased number of jets under my house would definitely impact me directly and as many, many other people as well as many of the other jet paths.. So there's clear impacts that can't be sustained and by the way sustainable jet fuel is also kind of a joke but I appreciate the idea but anyway thank you very much.

Response to Commenter P-127

1. The commenter's statement regarding the request to not increase the number of gates and to make OAK more efficient is acknowledged. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding the "motivation" of the Port is acknowledged. **Chapter 2** of the EIR provides the objectives of the Port for the Proposed Project.
3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. For a discussion on initiatives related to GHG emissions and climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-128**Rachel Bradley**

I am very concerned about the proposal to add a new terminal and new gates to the existing Oakland Airport. Increasing the number of flights to and from OAK would have serious negative environmental effects both on the local community and on climate change issues more broadly. It is time to minimize flying, both for business and personal reasons, and to encourage other forms of transit and communication. Building new facilities is exactly the wrong thing to do.

Thank you for giving my comments your serious consideration,
Rachel Bradlet

Response to Commenter P-128

1. The commenter's statement regarding concern for the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. The commenter's statements are included in this document and will be considered by the Port.

Commenter P-129

Rachel Bradley

I urge you to minimize construction and to avoid adding a new terminal, for environmental reasons. Construction itself is harmful, and anything that encourages more air travel adds significantly to the climate change crisis. We need to find ways to work within our existing resources, not to expand our impact on air and land. This project needs serious re-evaluation.,

Response to Commenter P-129

1. The commenter's statement regarding the minimization of construction is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding additional evaluation of the Proposed Project is acknowledged.

Commenter P-130

Lisa Bratanov

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
• Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
• It's too much noise. More Flights= More noise.	<input type="checkbox"/>
• Sea level rise threatens shoreline development.	<input type="checkbox"/>
• Labor rights are at stake.	<input type="checkbox"/>
• Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
• We have alternatives. Invest in Rail.	<input type="checkbox"/>
• We have alternatives like remote business and conferencing.	<input type="checkbox"/>
• We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-130

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-131

Chris Brent

There are many many better uses for public funds than expanding an under utilized airport. Our roads are a mess, schools are poorly funded, families are struggling to find housing. We should be addressing basic human needs before expanding airline travel!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-131

1. The commenter's statement regarding the use of public funds is acknowledged. However, public funds will not be used for the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-132**Diane Brenum**

I oppose the proposed expansion of OAK.

It would harm our community and our climate, disproportionately impacting the most vulnerable including lower income people and those with asthma or other respiratory disease. There are other, less polluting, forms of transportation than aircraft.

Oakland and Port leadership need to find ways to cut carbon pollution, not lock in decades more of it.

As a person of faith and Oakland resident, I pray you will use your authority to protect Creation. Please find alternatives to this expansion and reduce pollution in our community. Thank you for your time and attention.

Response to Commenter P-132

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to reduce carbon pollution is acknowledged.

Commenter P-133**Diane Brenum**

As a person of faith, I pray you will use your authority to protect Creation, reduce emissions, and support transportation that is less harmful to humans.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-133

1. The commenter's statement urging the Port to reduce carbon pollution is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-134

Patty Breslin

This is yet another burden on the neighborhoods that have some of the poorest air quality in the state. No on this expansion! San Leandro 2050 does our outreach work into neighborhoods in the neighborhoods that OAK flies over. We need to reduce our emissions-not increase them! Please do not add to the poor air quality, noise and health issues of our community. Stop this expansion!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-134

1. The commenter's statement regarding poor air quality is acknowledged.
2. The commenter's statement requesting the need to reduce emissions is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
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8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-135**Charles Bret**

OAK is already polluting all Alameda with too many noisy, low overflights and aircraft exhausts/fumes. Last thing we need is another terminal, for "safety, efficiency and modernizing". The present airport is not safe or efficient? New access roads and a BART extension were built recently, hardly need modernizing. The Port is bent on expansion, period. That's what **really** this is all about, despite the nice language (aka putting lipstick on a pig). We can take the record of the Port of Oakland (same people) into consideration: long lines of idling semis, expansion to a coal terminal, all an environmental disaster.

This expansion plan should be rejected if you have heard of, and are currently experiencing, global warming and if an EIR has any meaning at all for protecting our planet, or is just an empty political/bureaucratic exercise. We need to make some hard choices and take a stand. Hopefully I am not just a voice crying in the wilderness but I do vote!

Charles Bret, 1215 Pacific, Alameda.....

" When the debate is lost, slander becomes the tool of the loser."
Socrates

Response to Commenter P-135

1. The commenter's statement indicating that "another terminal for safety, efficiency and modernizing" is not needed is acknowledged. **Chapter 2** of the EIR provides the objectives of the Port for the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding the rejection of the Proposed Project is acknowledged.

Commenter P-136**Charles A Bret**

We already have constant flights at all hours and don't need more noise and pollution and traffic. OAK has already expanded quite a bit - BART connection, new access roads and yet they did not come. Instead major airlines left for SFO. So, apart from making quality of life on the Island way worse, they also have a crappy operational and business model. As always, ask CUI BONO, who benefits? Certainly not the residents, voters and tax payers. A bad deal all round!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-136

1. The commenter's statement regarding the need for the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-137

Peter Breunig

I strongly do not support Oakland Airport expansion. The land requires significant environmental mitigation to handle rising sea levels. Further, air traffic is a leading contributor to climate change. We don't need more flights, we need more alternatives.



Response to Commenter P-137

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the

airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

Commenter P-138

Peter Breunig

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-138

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-139**Tina Broder**

I am opposed to adding a new terminal given the added noise (you haven't addressed the current airplane noise that wakes me up morning and night) and the added pollution. Our planet is literally burning and now is not the time to increase air traffic.

**Response to Commenter P-139**

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

Commenter P-140**Blake Brydon**

I'm a 45-year resident of Bay Farm Island in Alameda.. Thank you Trish for my lead-in.. I'm here to talk about -- I'm one of those people that live under the jets.. Take a walk in North Field.. I do get all the soot and everything on my tent and everything.. I have to do all the cleanup.. It's not easy.. We get to see the jets of Southwest when the weather changes every so often. We have flights whether or not they're doing runway work or whatever they go off the North Field.. They go directly over my house.. I can waive to the pilots and waive to the passengers.. It's that bad.



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

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So I'm hoping that you'll seriously look at that.. I don't know if the Port has looked at it or if it's been denied or whatever.. I know it's an environmental issue but it's time that Oakland Airport has two runways.. So that's what I have to say and I'm hoping that you move forward.. I know it's going to be a good economic advancement for the area; the jobs and everything else.. I always am proud of the fact that I live ten minutes away from the airport and if everybody comes in or needs to take off I'm there really quickly.. So I guess it's a little contradictory but I also just want to say that something needs to be done about North Field and the noise and I think it should be done.. Thank you.

3

Response to Commenter P-140

1. The commenter's statement regarding overflights is acknowledged.
2. The commenter's statement requesting another runway at OAK is acknowledged. However, the Proposed Project does not include the development of another runway at OAK.
3. The commenter's statement that OAK should have two runways is acknowledged. **Section 2.3.1** of the EIR identifies the four runways that exist at OAK.

Commenter P-141 bshapiro510

I am a resident of East Oakland who is opposed to the project. I believe that the Port has not met its mandated obligations to review the impacts the project would cause. I also believe the Port knows this to be true and is still pushing forward. Specifically, page 3.8-1 the draft EIR states that the information in the Hazardous and Hazardous Materials section "is based on the Phase I Environmental Site Assessment (ESA) that was prepared for the Proposed Project and is included in Appendix J of this Draft EIR". But when I open Appendix J, it is completely invalid and is based on expired data. In section 1.4 and 1.5 of the Phase I, the Port itself declares that it's consultant "Northgate was not able to meet the shelf-life requirements for some components as presented in Section 1.5. In addition, the site reconnaissance performed by HDR|WRECO did not include the proposed Maitland, North Field, and Maitland parking lots." Then the report tries to wipe this away by saying that in its "opinion" this doesn't matter because.....why? If I can't get a bank loan on my property without a Phase I, how in the world do you think you can do this massive expansion without one? It can't be money, because hiring somebody to do a Phase I report only costs a few thousand dollars, which is nothing compared to the size of this project. This

1

begs the question, what is the Port afraid of finding? Or, more to the point, what are you afraid of disclosing?

Response to Commenter P-141

1. Phase I Environmental Site Assessments only have a shelf life of 180 days. Northgate performed additional site visits and updated the Phase I ESA, see **Appendix J**. As defined in the American Society for Testing and Materials (ASTM) E-1527-21, Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process, a Phase I ESA report remains viable if it was completed no more than 180 days prior to the date of acquisition of a Subject Property or up to one year if the Phase I ESA Report has been updated including the following five components: 1) Interviews; 2) Searches for recorded environmental cleanup liens; 3) Review of government records; 4) Reconnaissance of the Subject Property and adjoining properties; and 5) Environmental Professional Declaration. All components have been updated as required for compliance with the ASTM Standard.

Commenter P-142

Nikhita Bulusu

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

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

Response to Commenter P-142

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-143

Rebecca Burget

Do not expand the airport. In 2023 it's fiscally irresponsible to invest in fossil fuel infrastructure. The era of fossil fuels is winding down, quickly. If you expanded the airport you would end up with squandered, abandoned resources. How much better it would be to invest in a resilient future instead, in less carbon-intensive methods of transportation, such as trains and telecommuting. The time, energy, materials, and money it would take to expand the airport is time, energy, materials, and money stolen from futureproofing

solutions. The plan is born out of the stale imagination of mid-20th century thinking, which, this day and age, is not quaint, but irresponsible and dangerous.

Response to Commenter P-143

1. The commenter's opposition to the Proposed Project and offering other investments is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.

Commenter P-144

Darrell Burke

I'm a Bay farm resident. I've got thousands of complaints in due to noncompliant departures, and I'm wondering how the port is going to mitigate the onslaught of – noncompliant departures with the expansion of the airport.

Right now, the only thing noise has done Jessie Richardson over there, who I believe their hands are tied, the only thing that they have done is instead of calling, I have an app on the phone.

I just got three notices today of noncompliant departures. I imagine there will be more of those as well as just commercial flights flying over Bay Farm. And I would invite anybody on this meeting to spend some time here and listen to these flights. I'm happy to provide coffee and donuts or something like that. But I'm wondering how the board is going to mitigate the noise factor and the pollution. Thank you.

Response to Commenter P-144

1. The commenter did not provide sufficient information regarding how the departures were noncompliant. For more than 50 years, the Port has made continuous efforts to develop programs at OAK that minimize noise effects on surrounding communities. Long before today's sophisticated noise-monitoring system was installed, Airport management met regularly with aircraft operators, FAA, and community representatives to develop noise abatement procedures.

The Airport continues to meet with these groups today to seek ways to balance noise concerns with OAK's other concerns and priorities, such as environmental issues, consumer and air carrier demands, economic and employment opportunities, and regional transportation needs, while maintaining safety as its top priority. Pilot education is essential to OAK's noise abatement program to minimize noncompliance. Program information is distributed through established aviation publications, through handouts and posters at Airport facilities and through letters to and meetings with pilots.

2. The commenter's statement regarding the app for providing noise complaints is acknowledged.
3. **Section 3.11** of the EIR describes the change in noise that would occur as a result of the Proposed Project and concludes that no significant noise impacts would occur. As a result, no mitigation measures are warranted. See Global Response D: Noise.

Commenter P-145**Elaine C**

Please implement quiet hours for Oakland airport to be the same as John Wayne airport, which is:

Nighttime Noise Reduction Departures: 10 p.m. to 7 a.m. Monday through Saturday and 10 p.m. to 8 a.m. Sunday. Arrivals: 11 p.m. to 7 a.m. Monday through Saturday and 11 p.m. to 8 a.m. Sunday

Response to Commenter P-145

1. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA) in 1990. Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise.

Commenter P-146**Elaine C**

For Oakland airport, please consider quiet hours like John Wayne Airport which is:

Nighttime Noise Reduction Departures: 10 p.m. to 7 a.m. Monday through Saturday and 10 p.m. to 8 a.m. Sunday. Arrivals: 11 p.m. to 7 a.m. Monday through Saturday and 11 p.m. to 8 a.m. Sunday.

Response to Commenter P-146

1. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA) in 1990. Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the Federal Aviation Administration can enact operational restrictions on aircraft to reduce aircraft noise.

Commenter P-147**D. C.**

Drastic increase of flights at the Oakland Airport denies clean air to all towns and neighborhoods that are impacted – probably tens of thousands of children especially in disadvantaged black + brown neighborhoods.

These disadvantaged children have a human right to: clean air and a quality of life (Clean air, not polluted particles) – Please do the Right Thing – listen to the communities opposing airport expansion.

Response to Commenter P-147

1. The commenter's statement regarding clean air is acknowledged. The Port is implementing environmental initiatives to support its goal of zero emissions operations. For a discussion on the Port's efforts related to EJ communities, see Global Response E: Environmental Justice and Community Engagement and Global

Response G: Greenhouse Gas and Climate Change.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-148

Andrea Cabito

The noise from the airport is already terrible, because many of the planes violate the rules and cut the corner of Alameda island. Please don't add more air traffic! We don't need more noise! Noise we are learning is an increasing health concern.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-148

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. For a discussion of aircraft noise, see Global Response D: Noise.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-149**Carly Cabral**

My Name is Carly Cabral, an east Oakland resident. I am against the expansion of Oakland airport – although expanding the airport will bring more jobs to the area and more money for the Port of Oakland and probably city of Oakland, the expansion will also have devastating effects on residents' health, not to mention, more car traffic. What's more important? People health and well-being or fake imaginary numbers that will make people temporarily financially satisfied? It's time to put a stop to greedy money-hungry businesses that want to trade in people's mental, emotional, and physical health for some pocket change. The Oakland airport does not need to expand and further residents' health problems. NO OAK EXPANSION!!!

Response to Commenter P-149

1. The commenter's opposition of the Proposed Project is acknowledged. The Port is implementing environmental initiatives to support its goal of zero emissions operations. For a discussion on the Port's efforts related to EJ communities, see Global Response E: Environmental Justice and Community Engagement and Global Response G: Greenhouse Gas and Climate Change. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not.
2. The commenter's statement regarding priorities is acknowledged.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**. See Global Response F: Human Health Risk Assessment.

Commenter P-150**Carly Cabral**

This issue matters because East Oakland is heavily affected by air pollution already. We don't need anymore emissions going in this area that is predominantly Black and Latinx. Making economic impacts don't matter when workers are not well enough to work. The Port needs to realize they need to stop polluting our communities and think of better ideas. More efficient trains, buses, metro system, etc. is needed.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.	
4. It's too much noise. More Flights= More noise.	
5. Sea level rise threatens shoreline development.	
6. Labor rights are at stake.	
7. Inequity: flying is an elite privilege with high costs for everyone else.	
8. We have alternatives. Invest in Rail.	
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	

Response to Commenter P-150

1. The commenter's statement regarding air pollution in East Oakland is acknowledged. See Global Response E: Environmental Justice and Community Engagement.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**. See Global Response F: Human Health Risk Assessment. Also see Global Response E: Environmental Justice and Community Engagement.
3. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives. The Port does not have the authority to require air travelers to use other modes of transportation.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-151
Jaime Cabrales

Increased noise and air pollution over my home!	<input type="checkbox"/>
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	<input type="checkbox"/>
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	<input type="checkbox"/>
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	<input type="checkbox"/>
3. Aviation is hard to decarbonize and biofuels are not the answer.	<input type="checkbox"/>
4. It's too much noise. More Flights= More noise.	<input type="checkbox"/>
5. Sea level rise threatens shoreline development.	<input type="checkbox"/>
6. Labor rights are at stake.	<input type="checkbox"/>
7. Inequity: flying is an elite privilege with high costs for everyone else.	<input type="checkbox"/>
8. We have alternatives. Invest in Rail.	<input type="checkbox"/>
9. We have alternatives like remote business and conferencing.	<input type="checkbox"/>
10. We need to shift towards climate-just transportation.	<input type="checkbox"/>

Response to Commenter P-151

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-152**Susan Cabrales**

Personally effects my family by numerous daily flights over my house causing air and noise pollution plus emitting toxic fumes.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|--------------------------|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | <input type="checkbox"/> |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | <input type="checkbox"/> |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | <input type="checkbox"/> |
| 4. It's too much noise. More Flights= More noise. | <input type="checkbox"/> |
| 5. Sea level rise threatens shoreline development. | <input type="checkbox"/> |
| 6. Labor rights are at stake. | <input type="checkbox"/> |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | <input type="checkbox"/> |
| 8. We have alternatives. Invest in Rail. | <input type="checkbox"/> |
| 9. We have alternatives like remote business and conferencing. | <input type="checkbox"/> |
| 10. We need to shift towards climate-just transportation. | <input type="checkbox"/> |

Response to Commenter P-152

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-153**Sally Cahill**

There are already too many flights over Oakland. Expansion of the airport means more flights, which equals more noise and pollution. The airport is large enough! Leave the expansion to San Francisco and San Jose, which can both handle an expansion better than we can.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-153

1. The commenter's statement regarding the number of flights at OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in

aircraft operations and enplanements at industry standard levels of service. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement regarding the ability of airports in San Francisco and San Jose to accommodate increased demand is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-154**Judy Canalin**

I have lived in alameda since early 90s in both zip codes and the planes flying over us has gotten dramatically worse. On top of that I now raise a family here and the additional air pollution that we will experience along with noise will make our lives miserable. Our kids do not deserve to grow up in this noise and pollution. During the weekend when the north field was used for all airlines during maintenance, I couldn't even have a normal conversation with my daughters nor could we watch a 30 minute show without missing parts of it. This is not the way to live and there must be other solutions for Oakland airports neighbors!!!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-154

1. The commenter's statement regarding planes flying over Alameda is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-155

John Canham

Upgrading Terminal 1, and an additional terminal (International?) has been in the plans for many years. Terminal 1 has lost many tenants in the past 15 years. Need to attract more service. Southwest has a huge monopoly. Difficult to change the situation without the city getting involved with safety on Bart, AC Transit etc. Air passengers do not expect to feel threatened during their time in the Bay Area, or traveling to or from their home.

Safety first. Aircraft noise is not such an issue, as great strides are being made with more refined, quieter engines.

Response to Commenter P-155

1. The commenter's statement regarding what is needed for Terminal 1 is acknowledged. **Chapter 2** of the EIR indicates that terminal modernization is needed to address aging infrastructure and code requirements.
2. The commenter's statement regarding passengers at OAK is acknowledged.

3. Airport operations at OAK meet all required safety standards of the FAA.

Commenter P-156

Chingy Cao

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Response to Commenter P-156

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. See Global Response D: Noise.

3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

The commenter's statement regarding property values is acknowledged. However, under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the physical environment. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-157

Matt Carona

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-157

1. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-158
Kristine Carraway

Although I don't currently live in Oakland, I lived there for more than four decades and travel there frequently. I'm concerned about our climate emergency and how more planes coming and going will simply add to this emergency. I want only the best for Oakland. An expanded airport isn't better-it's much worse!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-158

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain

authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-159
Willis Caraway

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-159

1. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-160**Jessica Carter**

In addition to numerous climate change impacts, an expansion of this scale would increase air and noise pollution for all of the surrounding communities - putting thousands of Bay Area families at risk, with many of those that live closest are middle and working class.
Please substantially reduce the scale and help develop travel alternatives!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-160

1. The commenter's statement regarding climate change, air, and noise pollution impacts is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. For a discussion of aircraft noise, see Global Response D: Noise.

2. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-161**Jessica Carter**

To the Port of Oakland:

Please note that I submitted the following comments online on Sunday October 8, 2023, but I did not get any type of confirmation or indication they were received so I am submitting them via email to ensure I have a record of them.

1

As a long-time Alameda resident, and one with school-age children, as well as someone who occasionally travels via Oakland Airport, I am deeply concerned about the proposed airport expansion and urge the Port of Oakland to conduct further analysis and reconsider this proposal. Modernization to ensure that terminals meet industry standards to safely, effectively accommodate travelers and employees is important and reasonable; however, expansion is an entirely different matter that has serious implications for local communities and climate change. The plan prioritizes airport economics above public health and the environment, which is disappointing and alarming.

2

The Draft EIR analyses do not appropriately consider environmental impacts of expanded services, for local community noise and public health impacts and climate change contributions. The studies should be expanded to thoroughly consider all the scenarios for proposed expansion including the lived experiences of local residents as described herein.

3

Communities like mine that neighbor Oakland Airport or are located under its flight paths are already experiencing major noise impacts, and proposed flight paths under the EIR scenarios are unclear. The current occasional use of the North Field runway by commercial airlines already places great strain on Bay Farm residents, and this will very likely increase with airport expansion – either routinely as part of daily operations or when the main runway needs more regular repairs given its increased use. Intense ongoing noise creates sleep problems, increased stress, interferes with normal conversations, and is linked to heart disease. Our communities deserve to live without increased noise pollution.

4

Additionally, serious health effects occur from particulate matter emitted from airplanes during takeoff and landing, most impacting communities that live, work, and go to school near the airport. An increase in ultra-fine particles has a huge impact on the air quality and health of communities extending in a 10-mile long plume along the landing and take-off flight paths. This has not been adequately studied in the Draft EIR.

5

In addition to serious local impacts, an Oakland airport expansion will be a direct contributor to global warming more broadly. The Port of Oakland should conduct a comprehensive accounting of greenhouse gas emissions, including flight emissions, and develop a plan to reduce them substantially by 2030, not increase them. There is also an opportunity to advance alternative modes of transportation, like rail. Or, alternately, this airport expansion can wait until there are environmentally sustainable solutions to support greener flying.

6

Economics and market demand are clearly identified in the Draft EIR as the drivers of this proposed expansion, without adequate consideration of community or climate change impacts. This is how we, the collective humanity, find ourselves in a global predicament in which financial profit is valued above the health of people and nature. I choose to live in the Bay Area because of our longstanding values of social justice and environmentalism, and I urge the Port of Oakland to embrace and live up to these values. It's difficult to put into words my anxiety and fear for the wellbeing of my children, family, and community if this proposed expansion were to move forward. I ask the Port of Oakland to change the plan. For local community members living near the airport, it genuinely feels like a sentencing to poorer health, overall environmental degradation, and added economic hardship as property values decrease.

Response to Commenter P-161

1. The comments provided by the commenter have been received and responses to those comments are provided.
2. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. **Chapter 3** of the EIR discloses all impacts that would occur as a result of the Proposed Project. Specifically, **Sections 3.3 and 3.7** disclose the air quality and greenhouse gas emissions impacts, respectively. Also see Global Response G: Greenhouse Gas and Climate Change.
3. **Section 3.11** of the EIR discloses the noise impacts that would occur with the implementation of the Proposed Project. **Section 3.3** of the EIR discloses the impacts to air quality and human health. See also Global Response F: Human Health Risk Assessment. **Section 3.7** of the EIR discloses the impacts associated with climate change that would occur with the implementation of the Proposed Project. See also Global Response G: Greenhouse Gas and Climate Change.
4. The flight paths used to develop the noise contours are provided in **Appendix L** of the EIR. **Section 3.11** of the EIR discloses the noise impacts that would occur as a result of the Proposed Project. **Appendix M** of the EIR provides information regarding sleep disturbance associated with aircraft noise. See Global Response D: Noise.
5. **Section 3.3** of the EIR addresses the change in air pollutant emissions that would occur with the implementation of the Proposed Project.
6. **Section 3.7** of the EIR discloses the greenhouse gas impacts associated with the Proposed Project. The commenter's statements regarding alternative modes of travel are acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.
7. The commenter's statement urging the Port to modify the Proposed Project is acknowledged.

Commenter P-162**Leslie Carter**

I live at the South Shore area of Alameda and already hear airplanes all day.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-162

1. The commenter's statement regarding the ability to hear aircraft is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-163**Leslie Carter**

I love the oakland airport just the way it is. Only a 12 minute drive from my house. But I understand that unfortunately the region will be growing and the airport will be more crowded. I'm unhappy about this. I assume I will be bombarded with more airplane noise and exhaust floating down on my veggie garden. I live in the south shore area of Alameda. We get our share of the airport noise, how will you mitigate this problem?

1
2

Response to Commenter P-163

1. The commenter's statement regarding the location of OAK from their house is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. For a discussion of aircraft noise, see Global Response D: Noise. The noise analysis in the EIR did not conclude that significant impacts would occur as a result of the Proposed Project. Therefore, no mitigation measures are warranted.

Commenter P-164**Karen Case**

The times we live in demand that we stop building and start protecting wildlife and their habitat in order to survive on this planet. Please consider ethics and do not build further at OAK.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

11

- We need to shift towards climate-just transportation.

Response to Commenter P-164

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-165**Casey Collin Shea**

We are in an extreme climate emergency and the expansion of any airports contributes greatly to the planet's critically impending doom, which of course means not only is it detrimental to the environment but to your families, your children, their children, and so on.

1

Invest in responsible alternatives that can help save our planet and humanity rather than continuing down this self-destructive road. Be responsible. Be creative. Take the drastic step to be humane. Thank you.

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

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|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 11 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 12 |

Response to Commenter P-165

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-166
Manuel Castellanos Raboso

I have live within the 10 miles radius of the airport for a couple years and my health has been impacted. Adding another terminal will increase the damage radius affecting even more people. Enough is enough. There are plenty airplanes taking off and landing in Oakland and SFO is close enough to not need damaging the environment and neighbors more.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation.

Response to Commenter P-166

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-167**Theresa Catlin**

Though I love having OAK nearby, I am very concerned about expanding our airport. More noise, air pollution and air traffic are big issues for me. I am a grandmother and I want my Alameda grandchildren to have clean air and an environment not polluted with noise. OAK is a small airport, with enough flights. Let's not be greedy. Think of the environment and people's needs, please!

1
2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-167

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding the number of flights at OAK is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-168**Jan Cecil**

This must be stopped.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-168

1. The commenter's statement indicating that the Proposed Project must be stopped is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-169**D Cecilia**

What a joke! You're supposed to have a meeting today for your neighbors but dont even advise that it's cancelled? Or is it just hidden? You are the worst abusers robbing us of our right to live without your constant middle of the night and all hours of the day noise violations. you are making us sick and you don't even give a shit. I hope you all die horrible deaths.

1

Response to Commenter P-169

1. The commenter's statement regarding the cancellation of a meeting is acknowledged. However, none of the public meetings during the CEQA process were cancelled.

Commenter P-170**Jose Cerda-Zein**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

3. Aviation is hard to decarbonize and biofuels are not the answer.

4

4. It's too much noise. More Flights= More noise.

5

5. Sea level rise threatens shoreline development.

6

6. Labor rights are at stake.

7

7. Inequity: flying is an elite privilege with high costs for everyone else.

8

8. We have alternatives. Invest in Rail.

9

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

10

Response to Commenter P-170

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-171
Greg Chaloult

Hello: when base was active I thought the mini-quakes from the cargo/transport aircraft were cool. Decades later, with no base, I feel the airport noise is far greater and continually increasing. Nearly every time something flies overhead I have to pause what I am watching or listening to because it is 100% impossible to hear inside my own home. I'm totally onboard upgrading OAK. Current noise cannot seem to be controlled, so right now I feel that must be addressed FIRST!

1

If Orange County can make aircraft cut the engines going over the mansions, then it can be done for Alameda as well.

2

Thank you for the opportunity to voice my opinion.
Greg

Response to Commenter P-171

1. The commenter's statement regarding aircraft noise is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
2. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise.

**Commenter P-172
Jennifer Chambers**

Dear Ms. Liang,

I respectfully submit these comments in response to the Oakland Airport Expansion Draft Environmental Impact Report. I am a longtime resident of Bay Farm, Alameda. My home abuts Bay Edge Road.

I present the following comments:

(1) AIR QUALITY Figure 3.3-1 contains a visual depiction of the BBAQMD Monitoring Sites "Relative to Oakland International Airport." Unfortunately, these monitoring sites fail to measure air quality for Alameda residents who are in much closer proximity to the Airport than people located near the monitoring sites. Curiously, there appears to be no monitors placed within the city boundaries of Alameda. This omission is particularly critical for residents of Bay Farm, who live the closest to the airport. All data collected relating to air quality is therefore woefully inaccurate --both for purposes of establishing a baseline and for projecting adverse air quality impacts caused by this expansion. Without proper, relevant data the assumptions and conclusions are worthless and need to be disregarded.

1

(2) NOISE IMPACTS The methodology used to calculate noise impacts fails to account for single event and night time noise. Using simply an average noise level over the course of an average day fails to take into consideration the true nature of aircraft noise as actually experienced by residents in the area. For example, routine maintenance in late September required the shifting of some air traffic from one runway to another. This caused an unrelenting barrage of earsplitting noise and vibrations. These episodes of extreme noise, however, would not be captured in the "average" analysis used by the Airport. Thus, projections of future noise impacts caused by the expansion are faulty since the underlying methodology is flawed and does not accurately measure the already substantial adverse effects.

2

(3) The draft EIR makes the general statement that increases in Oakland Airport's air traffic (passenger, commercial and cargo) will occur irrespective of whether the expansion occurs. This nonchalant statement fails to account for the fact that an expanded airport will actively encourage a net increase in airport usage. With the effects of climate change obvious to all but the terminally ignorant, now is not the time to encourage the expansion of air travel---particularly when there are far more greener transportation alternatives.

3

There are many other obvious flaws in the Airport Expansion draft EIR. I therefore also refer to and incorporate by reference the comments submitted by the City of Alameda.

4

Thank you for your consideration.

Jennifer Chambers

Response to Commenter P-172

1. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
2. **Section 3.11** of the EIR discloses the noise impacts associated with the implementation of the Proposed Project. The noise model used to determine the noise contours uses single-event noises and accounts for nighttime operations. See also Global Response D: Noise.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives

4. The commenter's statement regarding flaws in the EIR is acknowledged. In addition, all comments submitted to the City of Alameda and that the City of Alameda submitted to the Port are included in responses to Commenter A-5.

Commenter P-173

Jennifer Chambers

With climate change now irrefutable and accelerating this is NOT the time to be undertaking an airport expansion! Moreover the environmental impact report was shamefully inadequate without a through discussions of noise and air quality impacts as well as degradation of wildlife habitats.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-173

1. The commenter’s statement regarding climate change is acknowledged. For a discussion on the Port’s efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of implementation of the Proposed Project. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. See also Global Response D: Noise.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-174**Cynthia Chan**

I have a young child and living so close to the airport, we want our child to grow up in a healthy environment without noise or climate pollution. The expansion would be directly detrimental to my child?s health, not to mention all the daycares and schools in the nearby area.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-174

1. The commenter's statement regarding health effects is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**. See Global Response F: Human Health Risk Assessment.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-175**Elaine Chan**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-175

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-176
Kwok-yin Chan

Limiting travels is a good way to combat emission.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-176

1. The commenter's statement regarding the limiting of travel is acknowledged. The Port does not have the authority to limit air travel.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-177
Vishal Chandrashekhar

OAK is vast as it is, if made more sprawling - the effects on the environment would be tragic. People should fly less, if we insist on flying then inconvenience needs to be partaken. Why should bicyclists, car-free individuals remain stuck in inconvenience?

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 12

Response to Commenter P-177

1. The commenter's statement regarding effects on the environment is acknowledged.
2. The commenter's statement on the need to reduce flying is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-178**Noreen Chan**

TO WHOM IT MAY CONCERN:

My family and I live only minutes away from the Oakland Airport on Alameda's Bay Farm Island for the past 10 plus years. It was never too much of a problem in the past with planes over our house, but recently, the volume and frequency of these planes flying so low to our house is very concerning.

One time during rainy weather, a small plane flew directly above our house roaring past so that it almost touched our Raywood ash tree and the streetlight. We have a car parked in the driveway and there is sticky black dust the following morning even after I sprayed the car the night before.

Our internet service keeps getting interrupted and our cell phone calls sometimes get cut off in the middle of an important call. Sometimes the TV goes off and the home surveillance cameras.

It's not only dangerous for planes to fly so often and so low, especially in rainy and windy weather, but it would definitely lower our real estate value.

Hope my comments help in understanding how it affects residents of all ages, especially when we have a lot of young families with small kids/babies and seniors here.

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Response to Commenter P-178

1. The commenter's statement regarding aircraft overflights is acknowledged.
2. The commenter's statement about overflights and black dust is acknowledged.
3. The commenter's statement regarding internet, cell phone, and TV service is acknowledged.
4. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
5. The commenter's statement regarding the effects on residents of all ages is acknowledged.

Commenter P-179**Velvet Chang**

I am very concerned about the proposed oakland airport expansion plan.

1

The proposed plan will increase flights and cause 1. Increased Air pollution from aircraft fuel being dumped into the environment. I can smell aircraft fuel in my back yard 2. Increased Noise pollution from more jets taking off and landing all hours of the day and night. I live in Harbor Bay and often disturbed by aircraft noise day and night.

2

3. Increase the consumption of fossil fuels.

3

4. Increased aircraft emissions

4

I drove on Ron Cowan near the airport and was washed in aircraft emissions. I was choking and had to go home and gargle my throat.

Please take measures to ameliorate these concerns Thank you Velvet Chang

5

Response to Commenter P-179

1. The commenter's statement regarding concern for the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not.
3. The commenter's statement regarding the increase in the consumption of fossil fuels is acknowledged.

4. The commenter's statement regarding aircraft emissions is acknowledged.
- Section 3.3** of the EIR discloses the air quality impacts associated with the implementation of the Proposed Project.
5. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.

Commenter P-180**Velvet Chang**

Hello

Please extend the deadline 18 months for the city of Alameda to submit expert analysis in response to the EIR. The EIR fails to provide adequate monitors to give an accurate assessment of the noise and pollution impact of the airport expansion to the community.

1

The collection and analysis of data from additional newly installed monitors will reflect more accurately the impact of overhead aircraft on nearby neighborhoods.

2

This is very important to the health and safety of residents impacted by the airport noise and environmental pollution.

Thank you for attention and consideration.

Response to Commenter P-180

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
2. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

Commenter P-181**Claudia Charette**

The noise from Fed Ex and diversions for weather or runway repairs are already disrupting for outdoor conversations, and sleeping. One cannot open windows at night in hot weather because the jet noise is terrible. More departures are unthinkable.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

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3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-181

1. The commenter’s statement regarding an increase in aircraft operations is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-182**Cynthia Chen**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-182

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-183

Lily Chen

Dear Members of the Alameda City Council,

I am writing to express my deep concerns regarding the proposed expansion of the Oakland Airport and its potential adverse effects on the quality of life for residents in our community. As a concerned citizen, I urge you to consider the following issues:

1. Increased Noise Disturbance:

- The proposed 50% expansion of the Oakland Airport is likely to lead to a significant increase in aircraft movements, resulting in elevated noise levels in our neighborhoods.
- Noise pollution can have serious health implications, including sleep disturbances, stress, and a decreased quality of life for residents living near the flight paths.

1

2

- 2. Deteriorating Air Quality:** 3
- The expansion would also mean a substantial increase in air traffic, leading to higher emissions of jet fuel chemicals and pollutants.
 - Residents already observe visible layers of black and grey particles on tree leaves, indicating potential air quality degradation.
 - The long-term inhalation of these pollutants poses severe health hazards, especially for vulnerable populations.
- 3. Lack of Environmental Monitoring:** 4
- The Port of Oakland's Draft Environmental Impact Report has not adequately addressed the concerns related to noise and air quality monitoring within Alameda.
 - We urge the city council to ensure that proper technical monitoring is conducted before any expansion plans proceed.
- 4. Health and Safety Concerns:** 5
- The health and safety of our community members, especially children and the elderly, are at risk due to the increased exposure to noise and air pollution.
 - The expansion may result in higher rates of respiratory illnesses and other health issues, which could strain our healthcare system.
- In light of these concerns, I respectfully request that the Alameda City Council take immediate action to address the potential negative impacts of the Oakland Airport expansion on our community. We urge you to consider alternative solutions that prioritize the well-being of Alameda residents. 6
- We are asking that: 7
- The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
 - The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.) 8
 - The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens. 9

Response to Commenter P-183

1. The commenter's statement regarding concerns about the Proposed Project is acknowledged.
2. As shown in **Table 2-1** of the EIR, the increase in aircraft operations is forecast to be about 10 percent by 2028 and about 33 percent by 2038. The noise analysis included in **Section 3.11** of the EIR shows the change in noise contours that would occur at OAK. The aviation activity projected in the forecast would occur in response

to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

Appendix M of the EIR is a sleep disturbance study that discloses impacts as a result of nighttime aircraft operations.

3. See response to Comment #2 of this letter. See also Global Response A: Aviation Forecast. Any increase in air pollutant emissions would occur whether the Proposed Project is implemented or not.

Section 3.3 and **Appendix E** of the EIR disclose the health risk impacts associated with the implementation of the Proposed Project. See Global Response F: Human Health Risk Assessment.

4. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
5. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (also see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. See Global Response F: Human Health Risk Assessment.
6. The commenter's statement urging the City of Alameda to take action is acknowledged.
7. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. The commenter's statement regarding the City of Alameda is acknowledged.

Commenter P-184**M Chen**

Environmental impact would be detrimental	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-184

1. The commenter's statement regarding environmental impacts is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-185**Tiffany Chen**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-185

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-186

Yanna Chen

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-186

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-187**Anita Cheng**

I am a parent who lives in the city of Alameda. I moved here with my husband and 1-year old daughter a year ago, because I was excited to live in an area where there is so much potential for development in housing-, transit-, and climate-friendly initiatives. I am excited about projects such as the pedestrian bridge to Oakland, building more mixed housing on the former naval base, encouraging more bicycle infrastructure, and especially De-Pave Park. I was even more excited to learn about the reserve for the federally endangered California Least Tern here in Alameda. These are opportunities to rethink how we live side-by-side with nature, especially in the face of our current global climate crisis. Adding new gates to OAK goes directly against the SF Bay Area's future-facing identity. I am concerned about the additional flights adding to our overall carbon footprint, and about how the noise and fuel emissions will affect Alameda's quality of life for humans and animals alike. Simply adding more capacity is the old way of thinking - there are surely other alternatives to think about our long-term future, especially for my young daughter. I ask the Port of Oakland to do more thorough research on the long-term environmental effects of expanding the airport, and to work with other agencies on transit alternatives.

1

2

3

4

Response to Commenter P-187

1. The commenter's statement regarding the initiatives in Alameda is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. **Chapter 4** of the EIR identifies and analyzes alternatives to the Proposed Project. See also Global Response I: Alternatives.
4. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. In addition, the provision of transit services is the responsibilities of agencies other than the Port. See also Global Response I: Alternatives.

Commenter P-188**Donna Cheng**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-188

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-189**Nicole Cheng**

We shouldn't continue to harm the communities near the airport.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-189

1. The commenter's statement regarding harm to the communities near OAK is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-190

Susan Chervellera-Stewart

My family and I live within close proximity of the airport and find this disturbing on many levels

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-190

1. The commenter’s statement regarding their location and that they find the Proposed Project disturbing is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-191
Antony Cheung

Support plans for the expansion of Oakland International Airport. It can bring more job opportunities to Oakland and surrounding areas.

1

Response to Commenter P-191

1. The commenter's support for the Proposed Project is acknowledged.

Commenter P-192
Sam Cheung

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

3. Aviation is hard to decarbonize and biofuels are not the answer.

4

4. It's too much noise. More Flights= More noise.

5

5. Sea level rise threatens shoreline development.

6

6. Labor rights are at stake.

7

7. Inequity: flying is an elite privilege with high costs for everyone else.

8

8. We have alternatives. Invest in Rail.

9

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

10

Response to Commenter P-192

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-193
Henry Ching

air pollution is currently bad enough, do not want to add more.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-193

1. The commenter's statement regarding air pollution is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-194**Heidi Chiu**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-194

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-195**Irene Chiu**

Hello,
I hope this email finds you well!

My family of three which includes my husband, two year old son, and I moved to Alameda about 4 months ago to Bay Farm Island. We love the community and schools in Alameda! Just recently, we learned about the Oakland airport expansion and we would like to learn more about how this expansion can impact the community of Alameda. Please let us know if you can give some light to the following concerns:

1

-noise and air quality: at least 3x a week I get interrupted from a work meeting due to a loud plane and/or I couldn't communicate to a neighbor. I am concern about how the airport expansion would impact the schools in alameda. How many schools would be impacted from the noise interference? Will there be more quiet planes flying out a night? I am concern that my family and community would get woken up more at night during our sleep. Will they be installing measurements and monitor of the emission levels on air quality and noise measure?

2

-since there will be an Increase in "nox", how would this emission impact the community?

3

-can you please provide graphs to place the censors for sound decibels and pollution so the community can be aware of the areas that may be most affected?

4

-Will there be an advisory of what schools and residents should be prepared to lessen the impact of the noise and pollution? For example, will the community need to purchase thicker windows with better sealants?

5

-if there was an unfortunate accident during take-off, is there a backup plane for the plane to land in a open area not surrounded by neighboring houses?

6

-what has the current Oakland airport already impacted and what will it further impact with an expansion?

7

Thank you so much for your time and patience in reading my email.

Response to Commenter P-195

1. **Chapter 3** of the EIR discloses all of the impacts that would occur as a result of the implementation of the Proposed Project.
2. **Section 3.11** of the EIR discloses the impacts associated with aircraft noise. See Global Response D: Noise.
3. **Section 3.3** of the EIR discloses the impacts associated with an increase in NOx emissions that would occur as a result of the Proposed Project.
4. **Section 3.3** of the EIR identifies the location of air pollutant monitors in the vicinity of OAK. **Section 3.11** of the EIR provides noise contours associated with existing and future aircraft noise at OAK. Global Response D: Noise
5. **Section 3.11** of the EIR discloses the impacts associated with aircraft noise. The impacts are not considered to be significant; thus, no mitigation measures are warranted.
6. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
7. **Chapter 3** of the EIR discloses all of the impacts that would occur as a result of implementation of the Proposed Project.

Commenter P-196**AJ Cho**

Hello, my name is AJ, and I'm writing to voice my opposition to the proposed OAK expansion as someone who lives 5.3 miles away from the airport. The expansion will increase noise and air pollution for airport workers, residents, and neighbors, while doing nothing to curb our community's carbon footprint or the collective effects of climate change. Thank you.

1

This message was sent as part of a public anti-expansion campaign by Stop OAK Expansion. I am not affiliated or employed with this organization, simply participating as an individual advocate.

2

Response to Commenter P-196

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement indicating that the commenter is not affiliated with any organization is acknowledged.

Commenter P-197**AJ Cho**

Hello, my name is AJ, and I'm writing to voice my opposition to the proposed OAK expansion as someone who lives 5.3 miles away from the airport. The expansion will increase noise and air pollution for airport workers, residents, and neighbors, while doing nothing to curb our community's carbon footprint or the collective effects of climate change. Thank you.

1

This message was sent as part of a public anti-expansion campaign by Stop OAK Expansion. I am not affiliated or employed with this organization, simply participating as an individual advocate.

2

Response to Commenter P-197

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement indicating that the commenter is not affiliated with any organization is acknowledged.

Commenter P-198**AJ Cho**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-198

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-199**Christine Choi**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-199

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-200

Christine Choi

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

1

In a world where we should be doing everything in our power to overturn the effects of climate change before they're irreversible, before our homes are raised by the sea the Oakland airport and the Port of Oakland are thinking human lives are exchangeable.. We are in a climate emergency.. Just days ago Hurricane Hillary hit LA the first tropical storm to hit LA in 84 years, Hawaii experienced the deadliest U.S. wildfire in more than a century,

and my city struggles to breathe as king tide after king tide pounds on our door.. I want a future, not just a future but a better one, we all do, and we deserve one.. Thank you.

Response to Commenter P-200

1. The commenter's statement regarding climate change is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-201

Christine Choi

I'm a junior at Alameda High School. Today, as a 16-year-old, I'm speaking for the youth that will be unfairly impacted by the Oakland Airport's selfish movements for expansion.

Just yesterday on August 14th, 2023 in "Held versus State of Montana" the Montana youth won a climate lawsuit against the State. Judge Seely decided that the plaintiffs had correctly proven that its children and youth they are disproportionately harmed by fossil fuel pollution and climate impacts. The youth plaintiffs had also experienced a variety of harms due to the climate crisis worsened by the actions of their State government including climate anxiety when thinking about the future of which Judge Seeley acknowledged that the amount of additional emissions emitted into the climate system today and in the coming decade will impact the longterm severity of the plaintiffs' injuries of climate anxiety.

One of the plaintiffs who's currently 15 suffers from asthma. Similarly the California Department of Public health shows that 18 percent of Oakland youth have asthma which is more than double of 6.5 percent the national youth asthma rate. According to OBCAFA rates of asthma hospitalization in Oakland are highest among children from birth to four years of age and according to the Environmental Defense Fund studies have shown that exposure to high levels of air pollution in Oakland increases death rates associated with lung disease when Oakland already has a higher death rate due to heart disease, stroke, and lung cancer than other California countries. I think we can all see that the Oakland Airport project enables growth and if we can do simple math more carbon emissions means more air pollution which equals bad health, youth health.

Now I am not saying that the "Held versus State of Montana" and the airport project are in the exact same situation.. However, if Judge Seeley in Montana's First Judicial District Court could see that youth plaintiffs were impacted because of the climate crisis which was only worsened by more carbon emissions and that the youth are disproportionately harmed why can't the Port?· I can stand here and talk all day about how much more carbon emissions from this project will only add to youth climate anxiety but at the end of the day I'm just a kid, I don't have a real job but somehow we the youth will face the greatest consequences of these carbon emissions. Think of your kids.. We are the future and you could either ruin it or save it.. Thank you.

Response to Commenter P-201

1. The commenter's statement regarding their speaking for other youth is acknowledged.

2. The commenter's statement regarding climate change and health issues is acknowledged. For a discussion on the Port's efforts and initiatives related to climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
4. The commenter's statement regarding the climate crisis and an increase in carbon emissions is acknowledged.

Commenter P-202**Dae Choi**

To whom it may concern,

I am writing to express my deep concerns about the proposed expansion plans for the Oakland Airport, specifically focusing on the addition of another terminal and the anticipated increase in flight operations over the residential area. As a concerned resident of this community, I believe it is crucial to address potential issues and gaps in the expansion plan, particularly in regard to the environment, public health, and quality of life for our residents.

1

Over the years, it has become increasingly harder to deal with the noise where we cannot have windows open in the house or even have a conversation with a neighbor due to the air traffic. The increased air traffic is also creating pollution for the air which impacts our daughter and her friends in elementary school from enjoying outdoor activities in the neighborhood. This situation highlights the critical need for a comprehensive examination of the potential noise, pollution, and its implications for our community's well-being.

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While I understand that the Port of Oakland has put forth mitigation measures to address concerns, there are several points that warrant further consideration and clarification:

Single-Event Noise Metrics: It has come to my attention that there is a lack of comprehensive data on single-event noise metrics, which are essential for accurately assessing the noise exposure and potential hazards for our community. Without precise measurements, it becomes difficult to accurately gauge the extent of the problem, making it challenging to adequately address residents' concerns and plan effective mitigation strategies.

6

Toxic Air Contaminants: The expansion plans and increased flight activity are likely to result in an increase in toxic air contaminants, posing potential health risks for residents. The long-term implications of exposure to these contaminants, especially on vulnerable populations such as children and the elderly, are a significant concern. It is imperative to have a detailed plan in place to monitor and mitigate the impact of these contaminants to ensure the safety and well-being of our community.

Effectiveness of Mitigation Measures: The mitigation measures proposed by the Port to address noise and environmental concerns need to be rigorously evaluated to determine their effectiveness. It is essential to ensure that these measures are not only adequate but also practical in significantly reducing the adverse impact on our community's quality of life.

7

I request that the Port of Oakland's Environmental Programs and Planning Division comprehensively address these concerns and provide clear explanations regarding the steps that will be taken to address the potential challenges posed by the expansion. Our community's environment, health, and well-being hang in the balance, and it is essential that these matters are treated with the utmost seriousness.

8

Thank you for your time and consideration. I await your response and the opportunity to discuss these matters further.

9

Response to Commenter P-202

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statements regarding perceived noise impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.
4. The commenter's concerns about potential impacts are noted and the EIR meets all CEQA standards.
5. The commenter's statements regarding perceived impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. Additionally, the EIR meets all noise modeling standards.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.
7. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
8. **Chapter 3** of the EIR describes any potential impacts and mitigation measures related to the Proposed Project.
9. The commenter's statement regarding the public involvement process is acknowledged.

Commenter P-203**Haewon Choi**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-203

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-204
Michael Chong

Not in agreement with expansion of OAK airport

1

Response to Commenter P-204

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-205
Tracie Chooey

The planes flying low and already making so much noise. More planes and more pollution. More people will move out of Alameda and it's a great place to live.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

13. Aviation is hard to decarbonize and biofuels are not the answer.

5

14. It's too much noise. More Flights= More noise.

6

15. Sea level rise threatens shoreline development.

7

16. Labor rights are at stake.

8

17. Inequity: flying is an elite privilege with high costs for everyone else.

9

- | | |
|---|----|
| 18. We have alternatives. Invest in Rail. | 10 |
| 19. We have alternatives like remote business and conferencing. | |
| 20. We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-205

1. The commenter's statement regarding the City of Alameda is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-206**Mike Chouinard**

Local, regional, and state wide transit including bus, ferry, light rail, and high speed rail is all underfunded. Start there.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-206

1. The Port does not have the authority to require air travelers to use other modes of transportation and does not control funding for other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-207**Elaine Chow**

The night flight noise normally wakes up my baby more than once more night. It will only get worse with the expansion. Please do not move forward with the expansion and consider quiet hours like John Wayne Airport which is: Nighttime Noise Reduction Departures: 10 p.m. to 7 a.m. Monday through Saturday and 10 p.m. to 8 a.m. Sunday. Arrivals: 11 p.m. to 7 a.m. Monday through Saturday and 11 p.m. to 8 a.m. Sunday.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

- Aviation is hard to decarbonize and biofuels are not the answer.

6

- It's too much noise. More Flights= More noise.

7

- Sea level rise threatens shoreline development.

8

- Labor rights are at stake.

9

- Inequity: flying is an elite privilege with high costs for everyone else.

10

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 11 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 12 |

Response to Commenter P-207

1. The commenter's statements regarding perceived noise impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. As stated in **Section 2.4** of the EIR, the aviation activity at OAK would occur regardless of whether the Proposed Project is implemented. In other words, the Proposed Project does not result in additional aircraft operations. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements. Also see Global Response A: Aviation Forecast.
2. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-208**Kate Chow**

To the Port of Oakland,

I'm a resident on Bayfarm Island in Alameda and I'm writing to offer some comments on the Oakland Airport expansion DEIR. 1

I believe the plan is to build 16 additional gates. But in the DEIR there is no explanation of why 16 new gates. Why not 10? Why not 6? What are the reasons that warrants 16 additional gates? 2

In the DEIR there is also no mention or study about how the noise pollution from these additional flights would impact the quality of care and instruction in all of the elementary, middle schools and high schools throughout Bayfarm and the main island, not to mention all the preschools that are here. 3

I'm asking the Port of Oakland to conduct studies on noise and air pollution effects of the airport expansion and that it must also be independently verified. Noise and air quality sensors need to be placed on Bayfarm Island close enough to the OAK airport runways. This is entirely missing in the current DEIR. 4

I live on Bayfarm with 3 children, my husband and my parents who are in their seventies. We are extremely concerned about the noise and air pollution from these additional flights because it would be detrimental to my children's education and my parents' health. My parents are already having a hard time at night as they are being woken up repeatedly by airplane noise. 5

Thank you for your time.

Response to Commenter P-208

1. The commenter's identification as a resident of Bay Farm Island is acknowledged.
2. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation

in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.

3. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. See also **Appendix E** and Global Response F: Human Health Risk Assessment.
5. The commenter's statements regarding perceived impacts of the Proposed Project are acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. See also **Appendix E** and Global Response F: Human Health Risk Assessment.

Commenter P-209

Kate Chow

I have 3 kids whose education is disrupted every time a plane flies above their school and a set of elderly parents who aren't sleeping because of airplane noise at night. Expanding OAK will be detrimental to my entire family.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-209

1. The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the

65 dB CNEL noise contour associated with aircraft operations at OAK. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-210

Kate Chu

I'm in twelve grade and I'm a member of "Youth Power Climate Action." Our group sponsored an art contest on the theme of environmental impacts of airport expansion..

1

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

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

2

Response to Commenter P-210

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E**.

Commenter P-211

Achilles Chua

This is Achilles Chua from DES Architects and Engineers. I have a follow-up question. Does this modernization also include renovation of existing airport lounges and eateries?

1

Response to Commenter P-211

1. The Proposed Project includes modernization of the existing terminals which may include upgrades/changes to concession areas. Details of the specific improvements would be addressed during design.

Commenter P-212

Achilles Chua

And I represent DES Architects and Engineers.. And, yes, we found this webinar very interesting.. And our comment, this is just for Terminal 1 and 2, and that's all we have for now.

1

2

Response to Commenter P-212

1. The commenter's statement regarding the webinar is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project.

Commenter P-213**Patrick Chung**

Hello,

We have serious concerns surrounding noise pollution associated with the proposed airport expansion onto the North Field. While I understand that living in close proximity to an airport comes with some noise, the sound is unbearably loud when a commercial jet takes off over our neighborhood in Alameda. Its significantly louder than the current runway which runs adjacent with planes taking off over the water.

1

Can you build a second runway parallel to the current runway out in the bay?

2

Have there been any air and noise impact studies done in the area directly under the take off path in alameda?

3

Please consider alternatives to utilizing the North Field for your expansion plans, the noise and pollution will significantly impact the homes and schools that are located directly under the flight path.

4

Response to Commenter P-213

1. The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use or runway construction are included in the Proposed Project.
3. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively.

Commenter P-214**Patrick Chung**

The noise pollution will become unbearable. It will impact both home owners as well as interrupt students at the many local preschool and elementary schools.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-214

1. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-215

Barbara Clabots

Expanding airports under today's climate emergency is unfathomable. I have chosen to fly less because of this climate crisis. Do not proceed with an expansion.

1

Response to Commenter P-215

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-216

Nikki Clark

There is way too much noise and pollution from all of the planes.

1

Response to Commenter P-216

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively.

Commenter P-217

Roxanne Clement

As a neighbor of the airport for 30 years we have lived with harmony as the take offs and landings are directed over the water. But repairs and discussion of expansion are worrisome as take offs are currently directly over our home every 5-10 minutes 9/23-24-25 and since our homes were not built with sound limiting windows we are currently exposed to overwhelming noise. Bay Farm school is also now in the flight path and I'm also concerned about jet fuel and gasses emitted when flights are directly overhead. How will the Port of Oakland mitigate these issues if expansion of the airport includes North Field and our neighborhood?

1

2

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Response to Commenter P-217

1. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.

Commenter P-218**Roxanne Clement**

Please stop consideration of this expansion immediately. This expansion threatens the health and safety of our neighborhoods which will suffer direct fly overs with additional noise, pollution, and safety issues.

1

Response to Commenter P-218

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-219**Trish Clifford**

We need to stop using fossil fuels as soon as possible.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-219

1. The commenter's statement regarding the consumption of fossil fuels is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-220

Judith Coates

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-220

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-221**Portland Coates**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-221

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-222
Joelle Coghe

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|--|----|
| 11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 13. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 14. It's too much noise. More Flights= More noise. | 4 |
| 15. Sea level rise threatens shoreline development. | 5 |
| 16. Labor rights are at stake. | 6 |
| 17. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 18. We have alternatives. Invest in Rail. | 8 |
| 19. We have alternatives like remote business and conferencing. | 9 |
| 20. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-222

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-223**Andy Cohen**

Ms. Colleen Liang,
Acting Director Port of Oakland Environmental Programs and Planning Division

530 Water Street Oakland, CA 94607

SUBJECT: OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND
DEVELOPMENT PROJECT DRAFT EIR (SCH#: 2021050164)

Dear Ms. Liang,

Thank you for the opportunity to submit comments about the proposed Environmental Impact Report ("report") concerning the Oakland International Airport Terminal Modernization and Development Project Draft EIR.

1

As homeowners who reside in the city of Alameda in the airport-adjacent community of Harbor Bay, we are gravely concerned that the report submitted by the Oakland Port Authority ("the Port") fails to fulfill its duty under federal and state law to provide a sufficiently transparent or substantive analysis of the impact of the proposed airport expansion on the health and safety of local residents and airport workers. Specifically, we question the conclusion by the Port that the increased air pollution will have, among other things, a de minimis to negative impact (defined as a reduction from 2019 to future levels) on the cancer risks of residents who live in communities close to the North Field that is the locus of the expansion, compared to what the cancer risks would be if the airport expansion project did not occur.

2

1. The report overlooks additional requirements that may apply to a project within a non-attainment area and does not adequately address the project's impact on air pollution.

3

As stated by the Port in the report, Alameda County is a federally categorized nonattainment area in terms of air pollution for certain pollutants, such as ozone and fine particulate matter.

The American Lung Association in its State of the Air Assessment has continually graded Alameda County as receiving an "F" in terms of fine particle and ozone pollution, which is known to raise the risk of cancer, cardiovascular disease, asthma, and other health conditions.

As you know, additional studies and mitigation steps (such as a dispersion analysis conducted by the Federal Aviation Agency) may be required to prevent deterioration of air quality in nonattainment areas from major sources of new pollution. However, the Port has concluded that the future potential cancer risk of maximally exposed individuals in the surrounding communities would be less than the cancer risks under the 2019 operating scheme. In effect, the Port asserts that the new pollution from the airport is not a major source that would trigger additional studies and mitigation.

However, the analysis concluding that the cancer risks from increased air pollution by the expansion is below de minimus levels is confusing, somewhat arbitrary, and not sufficiently transparent.

Given the large scale of the expansion, it makes little sense that the project would create only a de minimis level of particulate matter, ozone, and other pollution either during construction and its subsequent expansion phases. However, the Port in Appendix E to the EIR reasons that the aggregate air quality in the area is likely to improve due "to state and federal regulations that require reductions in on-road and off-road truck and equipment emissions for newer model year vehicles." (Appendix E, p. 32). Thus, the overall air quality following the expansion will, according to the Port, be better than the air quality during airport operations in 2019.

But pointing to a potential decrease in aggregate air pollution caused by more rigorous trucking and equipment regulatory standards doesn't sufficiently detail the actual impact of

increased airport pollution (both from construction and expanded operations as well as airline emissions) on air quality in the area.

It also ignores that, even if some sources of air pollution may decrease over time, other sources, such as wildfires, are rising at a catastrophic level and that pollution caused by growth in the trucking industry and increasing congestion at the Port of Oakland from transport vehicles, loading and unloading, cargo vessels, etc. may erode regulatory-related gains. In addition, the expansion of the airport is intended to generate more passenger activity, package delivery, and a vastly expanded international flight schedule that will result in increased air pollution from support vehicles, passengers driving to and from the airport, airplanes taxiing on the runway, and flight-related emissions, none of which appear to be counted in the scope of this report. Thus, the assumption that the reduction of emissions by the trucking industry would sufficiently offset new pollution by the airport expansion appears to rest on several rose-colored assumptions.

2. The Port's failure to consider the impact of airline emissions undermines the educational and informative purposes of an Environmental Impact Report

The Port also does not detail the impact of increased emissions from airlines under the expanded plan because it claims not to be legally liable for such emissions. This misapprehends one major purpose of an Environmental Impact Report, which is not to assign legal liability for potential pollution, but to provide a detailed report on all significant environmental and health impacts flowing from a project, such that government and other entities can make sound decisions concerning the project.

Here, it is hard to argue that increased airline emissions are not significant to the decision making involved in assessing the environmental and health impacts of the airport expansion. To suggest that the airport has no responsibility to monitor and account for this potential rise in pollution would seemingly undermine the educational and informational purpose behind an Environmental Impact Report.

3. The Port does not adequately detail whether state or federal funding imposes additional environmental requirements

In addition to our concerns about air pollution and health impacts from the project, we would like to understand the sources of federal and state funding that the Port is considering for the proposed expansion. The Biden administration recently allocated infrastructure funds, including a reported billion dollars per year over the next five years, that is arguably motivating several immediate airport expansion projects in the near-term future, including ones at Seattle-Tacoma and Iowa airports. <https://airport-world.com/us-airport-expansions-and-renovations-in-2023will-be-robust/>

To the extent that the Port plans to use infrastructure funding and other sources of state and federal funding, additional obligations may apply to the plan for the expansion or the environmental impact analysis. Thus, we are curious about which sources of public funding the Port intends to use to fund the expansion.

Thanks for your time and attention,
The Cohen family

4

5

Response to Commenter P-223

1. The commenter's statement regarding the public involvement process is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The comments regarding other vehicle emissions are acknowledged. See also **Appendix E** and Global Response F: Human Health Risk Assessment.
4. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Thus, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
5. The Port would likely seek a variety of funding sources to fund the Proposed Project. However, federal funds require completion of environmental processes prior to assessing project funding eligibility.

Commenter P-224**Andy Cohen**

Ms. Colleen Liang,
 Acting Director Port of Oakland Environmental Programs and Planning Division
 530 Water Street Oakland, CA 94607

SUBJECT: OAKLAND INTERNATIONAL AIRPORT TERMINAL MODERNIZATION AND DEVELOPMENT PROJECT DRAFT EIR (SCH#: 2021050164)

Dear Ms. Liang,

Thank you for the opportunity to submit comments about the proposed Environmental Impact Report ("report") concerning the Oakland International Airport Terminal Modernization and Development Project Draft EIR.

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As homeowners who reside in the city of Alameda in the airport-adjacent community of Harbor Bay, we are gravely concerned that the report submitted by the Oakland Port Authority ("the Port") fails to fulfill its duty under federal and state law to provide a sufficiently transparent or substantive analysis of the impact of the proposed airport expansion on the health and safety of local residents and airport workers. Specifically, we

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question the conclusion by the Port that the increased air pollution will have, among other things, a de minimis to negative impact (defined as a reduction from 2019 to future levels) on the cancer risks of residents who live in communities close to the North Field that is the locus of the expansion, compared to what the cancer risks would be if the airport expansion project did not occur.

1. The report overlooks additional requirements that may apply to a project within a non-attainment area and does not adequately address the project's impact on air pollution.

As stated by the Port in the report, Alameda County is a federally categorized nonattainment area in terms of air pollution for certain pollutants, such as ozone and fine particulate matter.

The American Lung Association in its State of the Air Assessment has continually graded Alameda County as receiving an "F" in terms of fine particle and ozone pollution, which is known to raise the risk of cancer, cardiovascular disease, asthma, and other health conditions.

As you know, additional studies and mitigation steps (such as a dispersion analysis conducted by the Federal Aviation Agency) may be required to prevent deterioration of air quality in nonattainment areas from major sources of new pollution. However, the Port has concluded that the future potential cancer risk of maximally exposed individuals in the surrounding communities would be less than the cancer risks under the 2019 operating scheme. In effect, the Port asserts that the new pollution from the airport is not a major source that would trigger additional studies and mitigation.

However, the analysis concluding that the cancer risks from increased air pollution by the expansion is below de minimus levels is confusing, somewhat arbitrary, and not sufficiently transparent.

Given the large scale of the expansion, it makes little sense that the project would create only a de minimis level of particulate matter, ozone, and other pollution either during construction and its subsequent expansion phases. However, the Port in Appendix E to the EIR reasons that the aggregate air quality in the area is likely to improve due "to state and federal regulations that require reductions in on-road and off-road truck and equipment emissions for newer model year vehicles." (Appendix E, p. 32). Thus, the overall air quality following the expansion will, according to the Port, be better than the air quality during airport operations in 2019.

But pointing to a potential decrease in aggregate air pollution caused by more rigorous trucking and equipment regulatory standards doesn't sufficiently detail the actual impact of increased airport pollution (both from construction and expanded operations as well as airline emissions) on air quality in the area.

It also ignores that, even if some sources of air pollution may decrease over time, other sources, such as wildfires, are rising at a catastrophic level and that pollution caused by growth in the trucking industry and increasing congestion at the Port of Oakland from transport vehicles, loading and unloading, cargo vessels, etc. may erode regulatory-related gains. In addition, the expansion of the airport is intended to generate more passenger activity,

package delivery, and a vastly expanded international flight schedule that will result in increased air pollution from support vehicles, passengers driving to and from the airport, airplanes taxiing on the runway, and flight-related emissions, none of which appear to be counted in the scope of this report. Thus, the assumption that the reduction of emissions by the trucking industry would sufficiently offset new pollution by the airport expansion appears to rest on several rose-colored assumptions.

2. The Port's failure to consider the impact of airline emissions undermines the educational and informative purposes of an Environmental Impact Report

The Port also does not detail the impact of increased emissions from airlines under the expanded plan because it claims not to be legally liable for such emissions. This misapprehends one major purpose of an Environmental Impact Report, which is not to assign legal liability for potential pollution, but to provide a detailed report on all significant environmental and health impacts flowing from a project, such that government and other entities can make sound decisions concerning the project.

Here, it is hard to argue that increased airline emissions are not significant to the decision making involved in assessing the environmental and health impacts of the airport expansion. To suggest that the airport has no responsibility to monitor and account for this potential rise in pollution would seemingly undermine the educational and informational purpose behind an Environmental Impact Report.

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3. The Port does not adequately detail whether state or federal funding imposes additional environmental requirements

In addition to our concerns about air pollution and health impacts from the project, we would like to understand the sources of federal and state funding that the Port is considering for the proposed expansion. The Biden administration recently allocated infrastructure funds, including a reported billion dollars per year over the next five years, that is arguably motivating several immediate airport expansion projects in the near-term future, including ones at Seattle-Tacoma and Iowa airports. <https://airport-world.com/us-airport-expansions-and-renovations-in-2023will-be-robust/>

To the extent that the Port plans to use infrastructure funding and other sources of state and federal funding, additional obligations may apply to the plan for the expansion or the environmental impact analysis. Thus, we are curious about which sources of public funding the Port intends to use to fund the expansion.

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Thanks for your time and attention,
The Cohen family

Response to Commenter P-224

1. The commenter's statement regarding the public involvement process is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations

during incremental operations of the Proposed Project. See also **Appendix E** and Global Response F: Human Health Risk Assessment.

3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see also **Appendix E**). The comments regarding other vehicle emissions are acknowledged.
4. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
5. The Port would likely seek a variety of funding sources to fund the Proposed Project. However, federal funds require completion of environmental processes prior to assessing project funding eligibility.

Commenter P-225

Silvia Colmenares

I live on Bay Farm in Alameda, CA - we are literally 7 minutes by car from OAK airport. I've lived 12 years here and it used to be tolerable, but now it is frequent airplanes overflying right over our homes, sometimes in the middle of the night, waking us up. This is a community where most of us work and have to get up early, many of us have to commute and have a long day of work ahead, so we need our sleep. More runways will mean more frequent airplanes disrupting our sleep. Please stop this!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.
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10. We need to shift towards climate-just transportation.

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Response to Commenter P-225

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-226

Tomas Colussi

More flights, more noise!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-226

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-227
Romario Conrado

I just wanted to express my gratitude for this presentation. I'm a district representative for Senator Nancy Skinner and I look forward to sharing, you know, the things that I learned in this meeting and seeing if she would like to send in a public comment as well.

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Response to Commenter P-227

1. The comments regarding the public involvement process are acknowledged.

Commenter P-228
Victor and Karin Cordell

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-228

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-229

Tracy Cote

SFO so close, expanding this airport is not needed and will have major negative impacts on the residents of Alameda.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-229

1. The commenter's statement regarding the need for the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-230**Teresa Courville**

I live directly under the flight path for planes taking off from the North Runway. Over the last few weeks, the North Runway has been used more extensively causing EXTREME noise pollution as well as the increased environmental impact of neighborhoods directly under the flight path and the greater surrounding area. In some cases, there is a minimum of 60-90 seconds between planes flying directly overhead. Even without the use of the North runway, expansion of the airport will only make this impact worse. More Flights = More Pollution; More Flights= More Noise. Not to mention reduction in property values for those of us living

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on Bay Farm Island. There are alternative to expansion of this local/regional airport and it should NOT include 17 new gates. I am urging/begging the Port of Oakland to stop the planned Oakland Airport expansion.

3

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

4

11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

5

12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

6

13. Aviation is hard to decarbonize and biofuels are not the answer.

7

14. It's too much noise. More Flights= More noise.

8

15. Sea level rise threatens shoreline development.

9

16. Labor rights are at stake.

10

17. Inequity: flying is an elite privilege with high costs for everyone else.

11

18. We have alternatives. Invest in Rail.

12

19. We have alternatives like remote business and conferencing.

20. We need to shift towards climate-just transportation.

13

Response to Commenter P-230

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).
3. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-231
Jamie Coventry

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-231

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-232
Arielle Crenshaw

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Response to Commenter P-232

1. The commenter's statement regarding the opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see also **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-233**Arielle Crenshaw**

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
 proposed expansion of Oakland Airport. This project will greatly impact residents and
 schools in its vicinity. With an increase of departing flights and increased usage of the North
 Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would
 mean louder, more frequent noise disturbances and jet fuel released directly over Alameda
 residents and schools. Neighborhoods closest to the South Field runway already experience
 an average sound level greater than the FAA regulated 65dB from aircrafts departing from
 Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect
 impacts like decreased property values, environmental/wildlife concerns, and increased
 vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in
 residential areas, various studies indicate that impacts of aviation emissions remain under
 examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,
 particles, and ultra particles in a residential area in Boston, MA, concentration of all gases
 and pollutants at the residential area greatly exceeded those measured at regulatory
 monitored sites. Another systematic review of the impact of commercial aircraft activity
 identified dangerous and adverse health impacts, including increased rates of premature
 death, preterm births, decreased lung function, oxidative DNA damage and childhood
 leukemia. These results show the pressing need to understand the direct impact of air
 pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of
 Oakland and the City of Alameda conduct technical, localized studies that are independently
 verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments
 from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases
 and pollutants need to be measured and examined. This is entirely missing in the
 current DEIR and would allow for more accurate estimated noise and air pollution impacts
 on the residents most impacted by this expansion. I request that the Port of Oakland
 explores ALL other potential options to mitigate noise and air pollution impacts (require all
 commercial jets to use the North Field runway, change existing flight patterns, etc.). I also
 request the City of Alameda take a stronger stance in opposition to the expansion. The
 current response is disappointingly neutral and lacks the strong dissent of their citizens.
 Please extend the October 16 deadline until proper due diligence has been done and these
 air and noise pollution concerns have been addressed to mitigate immediate and long-term
 health risks.

Response to Commenter P-233

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the

implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-234

Joyce Crews

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-234

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-235

Julia Crick

To the Attention of the Port of Oakland and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

On a personal level, we moved to Bayfarm last year and purchased our house with the knowledge of the current flight patterns and the fact that our house is .8 miles from the end of the North runway. The private smaller jets that fly from that runway are a nuisance but manageable when it comes to sound and frequency (fact they do not fly early am or late at night and less often). During the recent weekend work on the South runway and commercial jets flew directly over our house, it was insanely loud, very frequent (every 5-10 mins) and a noticeable difference in quality of life both inside and outside the house. Our 3 year old was so affected by the loud take offs he refused to play outside or even go to the park nearby. Not only does this make living on BayFarm a negative experience for our family, the lasting effect of declined property values effect our future. Who will want to live here, how can Alameda support this plan.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to

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be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-235

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 3** of the EIR discusses any potential impacts because of the Proposed Project.
3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use are included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
5. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project. See also response to Comment #3 of this letter.
6. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
7. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was

conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.

8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. The commenter's statement regarding the City of Alameda is acknowledged.
10. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-236

Sam Crick

To the Attention of the Port of Oakland and City of Alameda,
I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
proposed expansion of Oakland Airport. This project will greatly impact residents and
schools in its vicinity.

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On a personal level, we moved to Bayfarm last year and purchased our house with the knowledge of the current flight patterns and the fact that our house is .8 miles from the end of the North runway. The private smaller jets that fly from that runway are a nuisance but manageable when it comes to sound and frequency (they do not fly early am or late at night and less often). During the recent weekend work on the South runway and commercial jets flew directly over our house, it was insanely loud, very frequent (every 5-10 mins) and a noticeable difference in the quality of life both inside and outside the house. Our 3 year old was so affected by the loud take offs he refused to play outside or even go to the park nearby. Not only does this make living on BayFarm a negative experience for our family, the lasting effect of declined property values effect our future. Who will want to live here, how can Alameda support this plan.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

Response to Commenter P-236

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 3** of the EIR discusses any potential impacts because of the Proposed Project.
3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social

and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
5. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project. See also response to Comment #3 of this letter.
6. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
7. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. The commenter's statement regarding the City of Alameda is acknowledged.
10. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-237

Samuel Crick

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-237

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-238

Alexandra Crisafulli

I live here and want to breathe. Please put life over profit!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-238

1. The commenter's statement regarding air quality and priorities is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-239
Alexandra Crisafulli

We Bay Area residents do not need more expansion to our single airport. We especially do not need expansion of people coming to further clog all our systems.[Please put humans over greed! More Flights= More Pollution. I live here and want to breathe. Please put life over profit!	1 2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
13. Aviation is hard to decarbonize and biofuels are not the answer.	6
14. It's too much noise. More Flights= More noise.	7
15. Sea level rise threatens shoreline development.	8
16. Labor rights are at stake.	9
17. Inequity: flying is an elite privilege with high costs for everyone else.	10
18. We have alternatives. Invest in Rail.	11
19. We have alternatives like remote business and conferencing.	
20. We need to shift towards climate-just transportation.	12

Response to Commenter P-239

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement regarding air quality and priorities is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-240

Carol Crooks

We are trying to reduce air pollution, not increase it!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10

- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

11

Response to Commenter P-240

1. The commenter's statement regarding air pollution is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-241**Christine Crouther**

Leave Oakland Airport as-is (there are plenty of empty gates that can be utilized more efficiently) - we already have enough pollution and chaos as it is - as Bay Farm residents and parents of two babies, we chose this place to live for the schools and family-oriented neighborhood, but the constant and unpredictable noise levels are too much already.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-241

1. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-242
Madeleine Cule

I live just across the water in San Francisco and I'm also here with various colleagues from Extinction Rebellion San Francisco Bay Area and I'm here because the effects of climate change are completely undeniable at this point and the forecasts get even worse. Expanding Oakland Airport will increase demand for aviation one of the most damaging forms of emission from transportation and while flights are responsible currently for only two percent of global conduct outside emissions they're responsible for eleven percent of emissions in the Bay Area and we share a responsibility to reduce this however we can and as rapidly as we can to protect us from the worst possible impacts of climate change.

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

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Response to Commenter P-242

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in

aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Thus, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. See also Global Response G: Greenhouse Gas and Climate Change.

2. See response to Comment #1 of this letter.
3. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-243

Madeleine Cule

I oppose expansion of aviation infrastructure - we need fewer flights. Please invest in alternatives with lower carbon emissions.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-243

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

The Port does not have the authority to require air travelers to use other modes of transportation.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-244
Madeleine Cule

Dear Port of Oakland Commissioners and team,

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I am a resident of the San Francisco Bay Area and am deeply concerned about the climate crisis and our inadequate response.

The Draft EIR on the Oakland Airport Expansion ignores the effect that the expansion would have on increasing numbers of flights and increased passenger demand. This makes no sense and makes it harder for the region and state to reach our climate goals.

Many of the destinations served by Oakland airport are already reachable via Amtrak or other ground services, with much lower CO₂ emissions per passenger mile. We should prioritize making these services more convenient and available, and not expand infrastructure for air travel. I encourage the port to think more broadly about transportation needs, and to reject this project.

Response to Commenter P-244

1. The commenter's concerns about climate change are acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-245

Brigit Culligan

No more emissions! Fly less care for earth more!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. 	9
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	10
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-245

1. The commenter's statement regarding emissions is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-246

Don Curtis

The following question is from a peer reviewed article readily available on PubMed. Does night-time aircraft noise trigger mortality? A case-crossover study on 24 886 cardiovascular deaths Apolline Saucy

1

The authors conclude: "Our findings suggest that night-time aircraft noise events may trigger cardiovascular deaths, which would explain 3% of all cases of death from cardiovascular cause in our population living in the vicinity of an international airport. Does the Port of Oakland agree with these findings? Please let me know if you need help accessing this article- easily accessible on PubMed-happy to send it to you"

Response to Commenter P-246

1. The commenter's reference to a study is noted. **Section 3.11** of the EIR provides an analysis of the noise impacts. See also Global Response D: Noise.

Commenter P-247

Don Curtis

A question from this article: Does night-time aircraft noise trigger mortality? A case-crossover study on 24 886 cardiovascular deaths Apolline Saucy. European Society of Cardiology 2021

1

In the introduction, they say "meta-analyses investigated the cardiovascular health effects of aircraft noise,^{4,5} providing the evidence of associations with IHD,⁶ including the incidence of hypertension (OR = 2.26 per 10 dB increase in night aircraft noise),⁷ myocardial infarction,^{8,9} heart failure,⁹ (ischaemic) stroke,^{5,6,8} and arrhythmias.⁷

The article listed above and the references they use are all more current than any of the references you used in the DEIR. Do you disagree with the findings of the author listed above? Also, why are the references you use in the DEIR so old and outdated?

Response to Commenter P-247

1. The commenter's reference to a study is noted. **Section 3.11** of the EIR provides an analysis of the noise impacts. See also Global Response D: Noise.

Commenter P-248**Don Curtis**

The following question is from Investigation of environmental justice analysis in airport planning practice from 2000 to 2010Amber Woodburn McNair* 2020. Available on PubMed. This is peer reviewed.

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The authors conclude "the social costs of collective airport expansion are unclear and likely underestimated. This study identifies two limitations that undermined the environmental justice analysis throughout the airport sample: (1) inconsistent methodological choices impeded the detection of impacts and, (2) narrative interpretations tended to 'null' the finding even when impacts were detected.

Please respond to these issues. Again, over 90% of the citations you use in the DEIR are over 5 years old. Is it fair to base future public policy on dated evidence?

Response to Commenter P-248

1. The commenter's reference to a study is noted. **Section 3.11** of the EIR provides an analysis of the noise impacts. See also Global Response D: Noise.

Commenter P-249**Don Curtis**

The DEIR in its current form is not representative of the body of literature that is available regarding the environmental impacts on human health. Nearly all the citations used in the current DEIR are more than five years old. Dated references is an issue because science is rapidly changing and public policy should reflect current, not dated literature.

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An excellent source of current biomedical scientific evidence is the database called PubMed. There are over 36 million articles on PubMed. All 36 million articles are from peer reviewed journals, where each article is reviewed for accuracy. It is an excellent source of current and accurate evidence regarding environmental impacts and human health. To access and search PubMed you input search terms such as "Air Pollution, Aircraft", or "Aviation Heath Effects" or "Particulate Matter, Aircraft." When these three search terms were used, we found hundreds of articles recommended from PubMed. The 30 most current and relevant articles are something i can send to you, yet sadly your portal does not allow me to send them. Sadly, none of these articles are included as references in the current DEIR. Our question is how can public health be protected if current science is not followed? Does the Port of Oakland believe in Science???

2

Response to Commenter P-249

1. The commenter's statement regarding citations is noted.
2. **Section 3.3** of the EIR discusses air quality. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not; no significant air quality impacts would occur because of the implementation of the Proposed Project. See also Global Response A: Aviation Forecast.

Commenter P-250**Don Curtis**

A review of health effects associated with exposure to jet engine emissions in and around airports. 2021 Environmental Health Katja M. Bendtsen¹

1

The authors of the above article state: "Particle numbers near airports are significantly higher than away from airports and jet engines are a significant source of UFP. This means that urban areas in the vicinity of airports are at risk of increased exposure to UFP" If this is true, why is there not a UFP monitor on Harbor Bay Island, likely the area most affected by jets taking off?? Thank you for answering and reading the article.

Response to Commenter P-250

1. **Section 3.3** of the EIR discusses air quality. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. No significant air quality impacts would occur because of the implementation of the Proposed Project. See also Global Response A: Aviation Forecast.

Commenter P-251**Don Curtis**

My question is in regards to the following article which is a peer reviewed article in a prestigious journal readily available on PubMed but not referenced in your DEIR. Maternal exposure to aircraft emitted ultrafine particles during pregnancy and likelihood of ASD in children. 2023 Environmental International Sarah A. Carter

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The authors finds were that " Maternal exposure to aircraft PM0.1 during pregnancy was associated with increased risk of ASD diagnoses in children." ASD is Autism. Do you agree with the authors?

If you want me to send a full text of the article, please let me know

2

Response to Commenter P-251

1. **Section 3.3** of the EIR discusses air quality. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. No significant air quality impacts would occur because of the implementation of the Proposed Project. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding articles is noted.

Commenter P-252**Don Curtis**

The existing DEIR is a plan to create even more of a climate crisis. We wake up daily seeing headlines of human suffering caused by climate crisis; floods, tornadoes, raising sea levels, starvation, and uninhabitable areas of the world. Science shows that air transportation contributes more CO₂ than the entire country of Germany, and approximately 100 times more than a train or bus. Public policy should support clean energy and transportation, not expand infrastructure that results in climate change.

1

Response to Commenter P-252

- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-253**R D**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-253

- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-254

Debb Damele

Please - protect our quality of life!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-254

1. The commenter's statement regarding quality of life is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-255

Maxine Daniel

We are in a climate crisis and extra planes will cause even more Global Warming. We are constantly pumping water to keep the runways clear. More planes will expose our frontline communities to even more noise and pollution. Stop this expansion project and I propose a limit to the number of planes flying. After all, flying is an elite privilege that is costing all of us our health. There are alternatives to flying, for example, rail, remote business, and conferencing. I personally oppose the OAK expansion.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-255

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's opposition to the Proposed Project is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-256**Maxine Daniel**

More Flights means more global warming that put more risk to at risk communities.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-256

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. Thus, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-257**Dan Darcy**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-257

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-258
davidfoecke@hushmail.com

Section 15202(d) of CEQA states: "A draft EIR or Negative Declaration should be used as a basis for discussion at a public hearing. The hearing may be held at a place where public hearings are regularly conducted by the Lead Agency or at another location expected to be convenient to the public."

The public hearings held by the Port, at a commercial hotel, behind a guard, far from the East Oakland neighborhoods and the Alameda neighborhoods that would be most affected by the increased noise and air pollution caused by increased air traffic, were not "convenient to the public," in violation of CEQA.

Response to Commenter P-258

1. The commenter's statement regarding CEQA is noted. **Chapter 6** of the EIR provides information regarding public outreach associated with the publication of the

Draft EIR. See also Global Response E: Environmental Justice and Community Engagement.

2. The public meetings for the Draft EIR, held in Oakland in person and virtually by Zoom, met the CEQA requirements per Sections 21092.2 and 15087 of the CEQA Guidelines.

Commenter P-259

Janet Davis

There is much information now about the harmful air pollution from airplane emissions, no way should the Oakland Airport expand. Also the constant noise of planes every few minutes flying overhead means one cannot enjoy a peaceful walk outside. The airport noise is bad for everyone's nerves and health.	1 2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-259

1. **Section 3.3** of the EIR discusses air quality. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, no significant air quality impacts would occur because of the implementation of the Proposed Project. See also Global Response A: Aviation Forecast.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-260**Joanne Davis**

This is insanity. We don't need this. We don't want it! The change must come anyhow, let's do it sooner than later so we can save people and the planet. These profiteers don't need any more money at the expense of lives. Please do not expand the Oakland Airport.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-260

1. The commenter’s opposition to the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-261
Maxwell Davis

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-261

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-262**Jennifer De Graff**

we just don't need more of OAK. I like that there's natural space around the airport and I have never seen the airport so crowded that it seemed like more gates were needed. I'd personally find a bigger OAK to be unappealing. I HATE SFO for this reason, it is too much stuff. Let OAK just be the best little OAK it can be, don't try to be the next big effing thing.

1

But most of all, I'd rather have a healthier planet than more damn planes. I live very nearby and would not welcome more air traffic, more pollution, more of all the crap. please just stop.

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 12

Response to Commenter P-262

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-263
Daniel Jr. De Leon

Please keep air traffic down in residential areas	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-263

1. The commenter's statement regarding air traffic is noted. Changing flight patterns is not part of the EIR. See also Global Response B: Flight Paths and Procedures.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-264**Wayne Deboe**

The modernization of the Oakland Airport is vital to the greater Eastbay. This modernization affords OAK to bring more flights and destination to the Greater Eastbay. The modernization of the Oakland Airport is vital to the greater Eastbay. This modernization affords OAK to bring more flights and destination to the Greater Eastbay.

1

Response to Commenter P-264

1. The commenter's statement regarding the Proposed Project is noted.

Commenter P-265**Sharrese Dekock**

Dear Port of Oakland,

We have lived in the same house on Bayfarm in Alameda for 33 years Through the years the airplane noise and become worse, especially when the North field is used. In fact, use of the north field has become too frequent. Seven years ago we needed to replace our double pane windows, we decided to get triple pane. You should be in our house to hear the deafening sounds of the planes flying over/ near our house. It's so loud you would not believe we have triple pane windows. With your expansion plans, it will be unbearable. You have stated you have monitors, but you placed them in the wrong locations. It's easy to say it won't affect us when you out them miles away. Put them in our backyards! Simple.

On the subject on monitors, air pollution particulate monitors also need to placed in Bayfarm, not way out on Oakland. You are welcome to put a monitor on our patio and front courtyard. There's constant black airline soot in the windows, on the patio and plants. I'll wash down the patio and a day or two later it's the same mess. What's that doing to our lungs, and the extensive wildlife that surrounds us?

The huge increase in airplane traffic over our homes and all of Alameda puts our city greatly at risk. There are many birds, and a bird strike (or any other type of airline disaster) is a real possibility. If that happened over Alameda it would a horrible tragedy from which our city could not recover.

I understand you need to modernize, but to expand and dramatically affect all our lives is unacceptable and irresponsible.

Response to Commenter P-265

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. **Section 3.3** of the EIR discusses air quality. No significant air quality impacts would occur because of the implementation of the Proposed Project.
3. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project.
4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-266**E Delli Gatti**

I sat on the OAK Roundtable Noise Forum for over 21 years. Noise was an issue 20 Years Ago Fast Forward to Today Nothing Has Changed; Jet Noise Still Remains A Problem And In Fact Has Gotten Worse!!!!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-266

1. **Section 3.11** of the discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-267
E Delli Gatti

I sat on the OAK Roundtable Noise Forum for over 21 years. Noise was an issue 20 Years Ago Fast Forward to Today Nothing Has Changed; Jet Noise Still Remains A Problem And In Fact Has Gotten Worse!!!! OAK Airport Needs To Conduct An EIR and Have It Included As Part Of It? s Airport Modernization Plan Per State, Local and FAA Regulations!!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-267

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-268**Stephen Demoulin**

The worst part about all this expansion is the increasing noise & pollution. Bay Farm Island residences are mostly family owned. People generally are here to raise their families and work hard to support themselves & their families. There have already been too many jets flying over our homes at unauthorized times ((SAM)). People are still trying to sleep ! I have reported these problems to the Port of Oakland?.but still it continues. I will assume these unauthorized fly overs will get worse as the airport expands. Therefore, almost everyone out here is against the expansion.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-268

1. The commenter's statement regarding nighttime noise is acknowledged.

Appendix M of the EIR provides a Sleep Disturbance Study associated with nighttime flights at OAK. **Section 3.11.3.2** of the EIR indicates that the change in future aircraft operations noise conditions (i.e., in 2028 and 2038) compared to existing conditions is attributable to forecast passenger activity and aircraft operations that are anticipated to occur at OAK with or without the Proposed Project. Therefore, the Proposed Project would be the same as future conditions without the Proposed Project in terms of the number of aircraft operations, the type of aircraft operating, and the timing of aircraft used at OAK. For a further discussion of forecast operations, see **Section 2.4** and **Appendix C** of the EIR and Global Response B: Aviation Forecast. See also Global Response D: Noise.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-269**Kathy Dervin**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-269

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-270

Susan Desmond

Bay Area transportation systems need to be at the forefront of transitioning away from carbon emissions to renewable, clean energy production and use!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-270

1. The commenter's statement regarding alternative energy is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-271
Susan Desmond

The project will endanger airport workers and local residents by creating more air pollution. Bay Area transportation systems need to be at the forefront of transitioning away from carbon emissions to renewable, clean energy production and use!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-271

1. **Section 3.3** of the EIR discusses air quality. No significant air quality impacts would occur because of the implementation of the Proposed Project, and the comment regarding alternative energy is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-272

Gita Dev

Please think about the community!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-272

1. The comment regarding the community is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-273
Roni Diamant-Wilson

Please - no Oakland expansion!!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	

- We need to shift towards climate-just transportation.

11

Response to Commenter P-273

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-274**Li Diep**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-274

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-275
Christina Dilko

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-275

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-276**Alice Dockter**

I am against the expansion of the Oakland airport primarily because of environmental concerns -- pollution and noise. Airport operations create significant and unavoidable emissions. Aviation fuel is the largest source of lead emissions in the U.S.

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Response to Commenter P-276

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain

authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. Thus, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. See also Global Response A: Aviation Forecast.

Commenter P-277

Ahna Dominksi

I am opposed to this huge expansion of the Oakland airport. My neighborhood in Pacifica, and my place of business in Hayward, CA are currently experiencing excessive jet noise and pollution from jets flying from Oakland. Jets fly over my place of work in Hayward all day long, then travel over my house in Pacifica! We all can not handle the current level of noise & pollution and you want to add another 50% more to this existing problem?

Nothing has been done on behalf of Oakland airport. Planes could have flew higher, alternated flight plans, but nothing has been done to help those on the ground have SOME peace & quiet.

No expansion of the Oakland Airport.

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Response to Commenter P-277

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-278

Keith Dong

To the Attention of the Port of Oakland and City of Alameda,
I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
proposed expansion of Oakland Airport. This project will greatly impact residents and
schools in its vicinity. With an increase of departing flights and increased usage of the North
Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would
mean louder, more frequent noise disturbances and jet fuel released directly over Alameda
residents and schools. Neighborhoods closest to the South Field runway already experience
an average sound level greater than the FAA regulated 65dB from aircrafts departing from
Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect
impacts like decreased property values, environmental/wildlife concerns, and increased
vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in
residential areas, various studies indicate that impacts of aviation emissions remain under
examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,
particles, and ultra particles in a residential area in Boston, MA, concentration of all gases
and pollutants at the residential area greatly exceeded those measured at regulatory
monitored sites. Another systematic review of the impact of commercial aircraft activity
identified dangerous and adverse health impacts, including increased rates of premature
death, preterm births, decreased lung function, oxidative DNA damage and childhood
leukemia. These results show the pressing need to understand the direct impact of air

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pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-278

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
3. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-279**Andrea Dorn**

TI urge you to reconsider the Oakland airport expansion. More planes means more air and noise pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-279

1. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-280
Elizabeth Dortch

We all need to change transportation habits, less flights, not more.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-280

1. The Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-281**Rob Doten**

The airport is so loud already, any more noise will ruin BayFarm	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-281

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-282**Chang Dou**

To the esteemed committee overseeing the proposed airport expansion,

As a dedicated researcher in the biological and chemical fields at the Department of Energy's National Lab, I humbly implore you to conduct a thorough study into the potential impacts this expansion may have on the well-being and health of populations residing near the airport.

Foremost, I wish to bring attention to a critical concern regarding this project: the implications on Air Quality, the presence of Hazardous Pollutants, and the subsequent Health Effects on the local population.

Recently, the US Environmental Protection Agency (EPA) spearheaded an extensive investigation, reviewing a total of 3,301 scientific articles on the topic: "A systematic review of the impact of commercial aircraft activity on air quality near airports" (referenced: DOI Link). The revelations from this study were profoundly alarming. Evidence indicates that airports significantly amplify harmful pollutants in nearby regions. These pollutants encompass ultrafine particulate matter (UFP), particulate matter under 2.5 microns in diameter (PM2.5), black carbon, criteria pollutants, and polycyclic aromatic hydrocarbons. The study further revealed that residents in proximity to airports face heightened risks, including increased rates of premature death, pre-term births, diminished lung function, oxidative DNA damage, and even childhood leukemia.

Given these findings and understanding the gravity of the consequences, it becomes paramount for us to ensure that the welfare of our communities is safeguarded. As such, I earnestly request the committee to consider commissioning a comprehensive assessment,

focusing explicitly on the projected environmental and health repercussions stemming from the proposed airport expansion.

Together, let's make informed decisions that prioritize the health and well-being of our communities.

Thank you for your attention to this matter.

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Response to Commenter P-282

1. **Chapter 3** of the EIR discusses potential impacts of the Proposed Project.
2. **Section 3.3** of the EIR discusses air quality. No significant air quality impacts would occur because of the implementation of the Proposed Project.
3. The commenter's statement regarding the potential impacts of the Proposed Project is noted. **Chapter 3** of the EIR discusses any potential impacts.
4. The commenter's statement regarding communities is noted.

Commenter P-283

Christine Downie

As an environmental scientist, mother, and Bay Farm resident I am very concerned about the proposed airport extension. It would result in additional air and noise pollution as well as generate additional greenhouse gases through the use of fossil fuels. Moreover, wildlife will be impacted by the additional flights out of OAK, and flagship species like Bald Eagle and Least Tern may choose to live in a quieter location - as does our family!

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2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-283

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. Thus, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-284

Carol Drake

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-284

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-285**Nicolette Dumais**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-285

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-286**Susan Dunn**

I live very near the airport and hear the planes flying over our house all the time. With the amount of remote work being done now, which does not appear to be changing due to

1

many factors, what is the rationale for this increased demand for travel? The justification for this expansion is not clear.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-286

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-287
Lois Dutton

They already fly over my home several times a day and some planes are very loud. It's scary when they are low and it's not fair to be wakened at 5:30 am when you need enough sleep to do your job

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.
--

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-287

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-288**Serafina Eagleton**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-288

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-289**Pola Ebrahimi**

I live on Bayfarm and the noise is already bad 24x7. There is no quiet period during the sleeping hours and it constantly eake my family up as it is.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-289

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur because of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-290**Marcia Edelen**

I'm a concerned grandmother - native to the Area. I avoid flying to destinations and urge my family & friends to do the same. Why promote the expansion of this GHGas-emitting mode of travel when so many alternatives exist?! Projections of increased demand for air travel are not accurate - think climate crisis.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 12

Response to Commenter P-290

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion on aviation activity see Global Response A: Aviation Forecast.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.

8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-291**Marcia Edelen**

Projections of increased demand for air travel are not accurate - think climate crisis.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-291

1. For a discussion on aviation activity see Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-292**Marcia Edelen**

I'm a concerned grandmother - native to the Area. I avoid flying to destinations and urge my family & friends to do the same. Why promote the expansion of this GHG-emitting mode of travel when so many alternatives exist?!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-292

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-293**Zoe Edington**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-293

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-294
Michael Eichenholtz

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-294

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-295**Evan Elias**

In the face of our dire climate crisis we need to make some tough decisions about how we live on this planet. The air travel that has become so much a way of life for many, is part of what's killing our planet. We need to invest in less polluting forms of transportation. In light of the mandate to move away from fossil fuels we also need to reduce our reliance on air travel. We do not need an expanded airport in Oakland. An expanded Oakland airport will lead to more GHG emissions, which accelerates climate change. Air travel is a luxury form of travel which pollutes the world for everyone else, especially the frontline communities that live near the airports. These frontline communities will be exposed to more air pollution and more noise pollution which both impact public health. Our rising sea levels will also create problems for any development along the shoreline. I urge you not to invest money in a fossil fuel based climate destroying project. No to OAK Expansion.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-295

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement that flying is a luxury is acknowledged. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement. **Section 3.3** of the EIR discusses air quality. No significant air quality impacts would occur because of the implementation of the Proposed Project.
4. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-296

Rebecca Eliscu

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-296

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-297**Erin Ellinwood**

To the Port of Oakland and the City of Alameda,
I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

1

Key Concerns:**Increased Noise and Air Pollution:**

Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.

2

Health and Environmental Risks:

Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

3

Immediate Requests:**Comprehensive Local Studies:**

Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR.

4

Exploration of Alternative Mitigations:

Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns.

5

Assertive Opposition from the City of Alameda:

I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens.

6

Extension of Deadline:

Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks.

7

Your earnest attention to these pressing issues is anticipated and much appreciated.

8

Response to Commenter P-297

1. The commenter's statement regarding concerns of the Proposed Project is acknowledged.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
4. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project
5. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. The commenter's statement regarding concerns of the Proposed Project is acknowledged.

Commenter P-298**Erin Ellinwood**

To the Port of Oakland,

1

I am writing to express my strong opposition to the proposed expansion of the Oakland Airport. While I understand the potential economic benefits of such a project, I believe the negative impacts on our community far outweigh any potential gains.

One of my primary concerns is the increased noise and air pollution that would result from the expanded flight operations, particularly the usage of the North Field runway. This expansion would subject Bay Farm Island and Main Island residents and schools in the area to elevated noise levels and harmful jet fuel emissions. It is important to note that even the existing South Field runway already exposes nearby neighborhoods to noise levels exceeding the FAA-regulated 65dB, making further expansion unacceptable.

Moreover, scientific studies conducted in other areas have shown serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Additionally, concerns about property value depreciation, adverse effects on wildlife, and increased vehicular traffic further exacerbate the negative consequences of this expansion.

I implore you to consider these concerns seriously and prioritize the interests and health of our community members over any short-term economic gains that may come from the airport expansion. Thank you for your attention to this critical matter.

Response to Commenter P-298

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations. **Section 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. The commenter's statement regarding concerns related to the Proposed Project is noted.

Commenter P-299**Erin Ellinwood**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-299

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-300
Luzanne Engh

I live on Bay Farm Island. Additional flights will greatly impact noise and pollution in our neighborhood.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

10

- We need to shift towards climate-just transportation.

11

Response to Commenter P-300

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of

implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-301**Paul English**

I'm an environmental epidemiologist. This means that I study the effects of the environment on human health. I worked for the California Department of Health for over 20 years and I wanted to thank the Port for being transparent in the EIR about the significant and as you say unavoidable impacts for greenhouse gas emissions.

1

I'm thinking about my daughter Fiona right now. She lives up in Eugene, Oregon. She could be your daughter, your son, and she's living right now next to these wildfires that have broken out near Eugene. She has an air quality index over 350 which means she has hazardous air quality that she is breathing. I just want you to think for a second about this might be your own son or daughter and realize that what we're deciding about today will impact your son or daughter for future generations.

2

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

Response to Commenter P-301

1. The commenter's statement regarding transparency on greenhouse gases is noted.
2. **Section 3.3** of the EIR discusses air quality. No significant air quality impacts would occur because of the implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-302**Paul English**

Oakland airport conducted an Env Impact Report as required, but that does not explicitly address health impacts locally and globally. The airport should have been required to conduct a HIA (health impact assessment).

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

3

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• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-302

1. The Port conducted a robust HHRA (see **Appendix E**) and reviewed the request for an HIA. The Port has decided that an HIA is not necessary because it is likely to provide either inconclusive results or similar conclusions to those presented in the HHRA. See also Global Response F: Human Health Risk Assessment for additional descriptions of the methodology and protocol for the HHRA.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-303

Matt Eremko

I am a long time resident of San Leandro living approximately 4.5 straight line miles from Oakland Airport. During the night I can hear planes idling and the thunder of engines as they take flight. The FAA oversees airline safety AND promotes expansion of the industry. NextGen brought aircraft over our homes. This expansion will make life in the east bay intolerable! Enough is Enough!! Stop the Oakland Airport expansion!!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-303

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-304**Matt Eremko**

To the Port of Oakland Board of Commissioners et al., -I am a long time resident of San Leandro living approximately 4.5 straight line miles from Oakland Airport. -During the night I can hear planes idling and the thunder of engines as they take flight. -Sometimes the wind carries the smell of jet fuel exhaust to my house -Since 2014 RNAV (NextGen) has infuriated thousands of bay area residents with flight paths moved directly over their neighborhoods disrupting sleep, ability to work from home and overall peace of mind. -AND NOW THIS PLANNED EXPANSION bringing more aircraft noise and pollution to east bay area residents and the open spaces that we all enjoy. -WHEN DOES IT END? -WHEN WILL PEOPLE AND OUR ENVIRONMENT BE RECOGNIZED AS MORE IMPORTANT THAN PROFIT? -I VOTE NO TO THE PROPOSED EXPANSION OF OAKLAND AIRPORT

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

3. Aviation is hard to decarbonize and biofuels are not the answer.

4

4. It's too much noise. More Flights= More noise.

5

5. Sea level rise threatens shoreline development.

6

6. Labor rights are at stake.

7

7. Inequity: flying is an elite privilege with high costs for everyone else.

8

8. We have alternatives. Invest in Rail.

9

9. We have alternatives like remote business and conferencing.

10

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-304

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. The commenter's statement regarding opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-305**Matt Eremko**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-305

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-306
Evelyn**

Please consider the tens of thousands of neighbors who will be impacted by the noise.

1

Response to Commenter P-306

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.

Commenter P-307**Reva Fabrikant**

We are beyond the tipping point for global warming temperature! That's very scary. Do any local politicians care about that? Expanding OAK will only make things worse for our homes and planet. Those in power are clearly willing to create more long term havoc for our planet in order to provide short term benefits to a minimal number of people. That's just plain WRONG!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-307

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding local politics is noted.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-308
Akesa Fakava

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|---|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. It's too much noise. More Flights= More noise. | 4 |
| 5. Sea level rise threatens shoreline development. | 5 |
| 6. | 6 |

6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-308

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-309**Marion Falk**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-309

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-310**Wayel Fare**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-310

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-311
Neelam Sekhri Feachem

The noise is already horrendous!!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4

3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-311

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. The commenter’s statement regarding existing noise is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-312

Betsy Fedawa

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-312

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-313

Leora R Feeney

I am a neighbor and active in my community, subscribe to two news papers and watch the news on TV. How did I miss the release of the EIR for this project in July?

1

Please give us time to review this large project and impacts to the community and wildlife that has been edged out for decades. Mitigations don't seem to be working.

2

Response to Commenter P-313

1. The Port conducted extensive public engagement as identified in **Chapters 1 and 6** of the EIR. See also Global Response E: Environmental Justice and Community Engagement.

The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

2. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR

Commenter P-314**Francis Fernandes**

Until the FAA can address the current concerns we shouldn't help line the pockets of the companies involved in this.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-314

1. The commenter's statement regarding concerns is noted. **Chapter 3** of the EIR discusses any potential impacts as a result of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-315**Kevin Filocamo**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-315

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-316**Mary Flanagan**

I urge you to NOT expand the Oakland Airport.	1
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In Oakland, some of the main factors associated with asthma are related to air quality. The California Health Interview Survey showed that 23.6% of children 5-17 years of age in	2
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Alameda County had ever been diagnosed with asthma, a figure that is higher than the 18.0% that is found in California at large. Oakland residents can not expose our children to significantly more air pollution.

Historically redlined communities, predominately of people of color, would be most at risk from the increased flights, which would cause increased air pollution.

3

We have alternatives: investment in high speed rail, and remote business conferencing.

4

Another consideration is that the anticipated sea level rise due to Global warming rise would eventually put runways in the Oakland airport underwater.

5

In the face of the extremely threatening Global Warming Crisis, air travel will hopefully be de-incentivised, resulting in less demand for air flights.

6

I am particularly horrified that Leaded aviation gasoline (avgas) is still in use for piston-engine planes at the Oakland Airport. Leaded avgas was banned last year in Santa Clara County because of the harm to local residents, particularly children. Flight paths are unfairly concentrated over some neighborhoods instead of others. Flight patterns of planes that emit pollution from fuel that use as gas impact children in our most vulnerable communities. It is unacceptable that children of Oakland Are exposed to these emissions. The Center for Disease Control and Prevention states: "No safe blood lead level in children has been identified. Children are especially at risk from lead because of their small size and developing brains. Lead exposure can affect nearly every system in the body. Even low levels of lead in blood have been shown to negatively affect a child's intelligence, ability to pay attention, and academic achievement. Removing all sources of lead exposure is important before a child is harmed." <https://www.cdc.gov/nceh/lead/faqs/lead-faqs.htm> In short, the Oakland airport should not increase air traffic. We need fewer flights, not more.

Response to Commenter P-316

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.
2. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project.
3. The commenter's statement regarding redlining is noted. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
4. The Port does not have the authority to require air travelers to use other modes of transportation.
5. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

7. The commenter's statement regarding leaded fuel is noted. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of the implementation of the Proposed Project.

Commenter P-317

Marcia Flannery

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-317

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-318**Jack Fleck**

I'm with "350 Bay Area" and we're part of the "Stop Oakland Airport Expansion Coalition," and I spoke last time. I'm a transportation engineer and I tried to make the case which I think is totally true that when you build something with a new supply you expand the induced demand for the capacity of the airport so this is in fact an expansion. Now if it were just a modernization which is the word that the EIR is using I think we'd have a lot more support but as -- it is really an expansion with all this additional gates and so forth. It fails to meet the screening criteria in the EIR in terms of the environmental effects.

So one thing that I did want to say that I haven't heard a lot of people talking about well okay what is a better alternative? Now the "no-build" doesn't take into account things that you mentioned today like consolidating ticketing, baggage, claim, seismic repairs. Why isn't there an alternative in the EIR that simply takes the existing two terminals and makes those kind of improvements? I think that would be a genuine modernization that you know we could probably live with because it wouldn't be doing all this encouraging of induced demand so that's my comment for today.

Response to Commenter P-318

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the

Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.

Commenter P-319
Jack Lucero Lucero Fleck

Expanding the airport will only encourage more carbon intensive travel. Unless we have zero emission airplane, we should not be encouraging any expansion of aviation. We need to stop airport expansions for the same reason we need to stop freeway expansions--more capacity = more demand = more pollution

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

11

- We need to shift towards climate-just transportation.

Response to Commenter P-319

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-320**Flora**

OAK,

I am both a frequenter of the airport but also live in the residential neighborhood. I am all for the modernization of the airport but NOT the expansion of the airport. Although some may say I knew what I was getting into when I bought into Alameda, I would agree--I bought into the neighborhood at the EXISTING use, not with a huge 60% expansion

1

underway or even planned at the time. If OAK can put all the commercial flights to fly eastward or westward--rather than directly over Bay Farm, then that would be fine. There's a lot of land to do that if you're trying to expand and while it would cost more to make that move, it would likely make for your Alameda neighbors to be more on board with this potential project. Also, please don't allow pilots to be able to choose to fly over Bay Farm (I read that they have a choice of which runways to use). They should always be choosing to take the least disruptive/farthest route away from Bay Farm.

2

Better yet, instead of expanding OAK, you should consider spending your money to build another !irport out past Dublin/Pleasanton where there is more land and would serve to lessen the strain on OAK---Then you would not need to expand at all, just modernize only. OAK is my airport of choice—It has its own charm, in that it's convenient to park, get in and out, and close by. However, the OAK charm is because it's the anti-SFO. SFO was built with a large airport in mind and has the necessary overpasses, roads, etc. to get huge amounts of people in and out. OAK does not have that. It sits at a dead end turnabout at the airport with traffic with tons of red lights in all directions to get in/out. (A large parking structure does not fix that basic issue).

4

Lastly, I have heard many talk about soundproofing windows. I disagree--with global warming an actual thing and warmer weather, most Alamedans still open their windows during the warmer months, many not being able to get AC because the units were not built for AC or AC ready. The best would to be to shift the runways so that they are pointing as far away from Alameda Bay Farm as possible--again reducing noise and pollution, which are the biggest concerns for everyone.

5

Thank you for taking the time to listen. I hope OAK will seriously consider trying to provide solutions to your patrons and your Alamedan neighbors.

6

Response to Commenter P-320

1. The commenter's statement regarding expansion is noted. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement regarding flight paths is noted. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. The commenter's statement regarding alternative airport locations is noted. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
6. The commenter's statement regarding concerns about the Proposed Project is acknowledged.

Commenter P-321**Consuelo Flores**

I share additional health concerns that can result from the noise that can not only disrupt sleep and lead to serious health issues but also can activate the stress response (autonomic nervous system) also causing or worsening physical and psychological conditions. The sudden loud and shocking sounds of an airplanes waking people from sound sleep or deep relaxation can disrupt and harm the nervous system in deleterious ways and over time potentially create unhealthy people and communities.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-321

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-322**David Foecke**

I'm here because i have a 9-year-old son.. I was walking home from school with my 9-year-old son this afternoon and we came by the house of an 80-plus-year-old woman whose tree branch had fallen in the last climate emergency atmospheric river.. We volunteered, my 9-year-old son and I to take her chainsaw and help her cut it up.. We met this 80-year-old woman during the lock down when no one was flying.. That's another story that maybe I'll continue at the next public hearing.

1

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

2

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

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

3

Response to Commenter P-322

1. This comment is not associated with the EIR.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Also see Global Response A: Aviation Forecast.
3. The commenter's statement regarding agency consultation is noted.

Commenter P-323

David Foecke

The Draft EIR Fails in 2 important ways. 1) This public consultation process is woefully inadequate because it fails to collect input from at least 2 communities that would be negatively impacted by airport expansion A) The low-income communities of color in east Oakland most affected by fine particulate matter & other pollutants emitted by planes taking off and landing. B) Young people of the east bay, California, and the world whose very lives are at the greatest risk from global warming. This environmental review process must not go forward until public hearings are held, attended by those 2 communities. There are numerous east bay organizations that could help you organize such public hearings. 2) the projections of the number of enplanements that will happen by 2039

1

2

Response to Commenter P-323

1. The commenter's statement regarding public involvement is noted.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Also see Global Response A: Aviation Forecast.

Commenter P-324

David Foecke

It is hard to believe, when we are experiencing the hottest year on record, that anyone would take *any* action that would increase air travel.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-324

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Also see Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-325**David Foecke**

I'm here today because I have a 9-year-old son and I made a personal vow that on my death bed I will be able to tell him that I did everything in my power to leave him a livable world and that's one of the reasons why your EIR is woefully inadequate because it fails to take into consideration input of at least two directly impacted communities one of which is young people.. They are not here tonight.. They need to hear from -- you need to hear from them and I guarantee you that you will hear from them because if it takes them going to Court like it did in Montana, like they're doing in Hawaii, like they're doing with the federal government.. You will see them in Court so I suggest that you actually organize a public hearing where the organizations that represent young people, especially young people in East Oakland, can come and speak to you and don't limit their input to two minutes.

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The second community that's missing here are the low income communities of color who are already impacted by air flight emissions.. And I want to address one widely speculative number in your EIR which is 24 million passengers.. It does not take into account a growing movement of people who like myself can respond to the earlier speaker have chosen to forego flying.. Those numbers are going to grow and will dwarf the 24 million because 15 years from now when the wildfires are a weekly daily event all around the world more and more people are going to be making that choice.

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

4

Response to Commenter P-325

1. The commenter's statement regarding public involvement is noted.
2. The commenter's statement regarding low-income communities is noted. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.

3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Also see Global Response A: Aviation Forecast.
4. This comment's statement regarding climate change is noted.

Commenter P-326**David Foecke**

The Draft Environmental Impact Statement, in projecting future passenger traffic based on "market projections," fails to take into account the growing global movement of individuals, who formerly traveled a lot by plane, who are choosing to forgo air travel, in order to reduce their own carbon footprint.

1

Response to Commenter P-326

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-327**David Foecke**

Section 15087(a)(2) of CEQA requires "Posting of notice by the public agency on and off the site in the area where the project is located." The posting of notice at the airport itself, and in the neighborhoods that would be directly affected by increased noise and air pollution, was inadequate, in violation of this section of CEQA.

1

Response to Commenter P-327

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. The commenter's statement concerning the public outreach is noted.

Commenter P-328**David Foecke**

The DEIR, in projecting future traffic based on "market projections," fails to take into account the growing world-wide movement, including in the East Bay, of individuals choosing to forgo air travel in favor of less environmentally destructive alternatives, in order to reduce their individual carbon footprints.

1

Response to Commenter P-328

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-329**David Foecke**

Section 15087(a)(3) of CEQA requires "Direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located. Owners of such property shall be identified as shown on the latest equalized assessment roll. The direct mailing by the Port to contiguous neighborhoods was woefully inadequate, both in Oakland, and in the properties in Alameda closest to the airport, in violation of CEQA." 1

Response to Commenter P-329

1. The commenter's statement regarding public notifications is noted.

Commenter P-330**David Foecke**

Section 15087(h) of the CA Environmental Quality Act states, "Public agencies should compile listings of other agencies, particularly local agencies, which have jurisdiction by law and/or special expertise with respect to various projects and project locations. Such listings should be a guide in determining which agencies should be consulted with regard to a particular project." Members of the Stop OAK Expansion Coalition have discovered, in meetings with Oakland City Council members, that the Port had never informed them directly about the publication of the DEIR and, in fact, most of them were completely unaware of the proposed project, until we informed them about it. This is a clear violation of CEQA, since the Oakland City Council will hold ultimate jurisdiction, by law, over the adoption or not of the proposed project. 1

Response to Commenter P-330

1. The commenter's statement regarding agency involvement is noted.

Commenter P-331**Marije Fokkens**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7

• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-331

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-332**Marije Fokkens**

Because for the obvious reason that we, in the fight for climate change, can really not expand an airport but in fact have to look into decrease air travel and or make room for cleaner ways of transport. And on the short term conditions, we breathe enough polluted air as it is, with all the fires and freeways. Please make living conditions better, not worse.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-332

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-333**Nina Fok-Tang**

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
 proposed expansion of Oakland Airport. This project will greatly impact residents and
 schools in its vicinity. With an increase of departing flights and increased usage of the North
 Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would
 mean louder, more frequent noise disturbances and jet fuel released directly over Alameda
 residents and schools. Neighborhoods closest to the South Field runway already experience
 an average sound level greater than the FAA regulated 65dB from aircrafts departing from
 Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect
 impacts like decreased property values, environmental/wildlife concerns, and increased
 vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in
 residential areas, various studies indicate that impacts of aviation emissions remain under
 examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,
 particles, and ultra particles in a residential area in Boston, MA, concentration of all gases
 and pollutants at the residential area greatly exceeded those measured at regulatory
 monitored sites. Another systematic review of the impact of commercial aircraft activity
 identified dangerous and adverse health impacts, including increased rates of premature
 death, preterm births, decreased lung function, oxidative DNA damage and childhood
 leukemia. These results show the pressing need to understand the direct impact of air
 pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of
 Oakland and the City of Alameda conduct technical, localized studies that are independently
 verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments
 from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases
 and pollutants need to be measured and examined. This is entirely missing in the
 current DEIR and would allow for more accurate estimated noise and air pollution impacts
 on the residents most impacted by this expansion. I request that the Port of Oakland
 explores ALL other potential options to mitigate noise and air pollution impacts (require all
 commercial jets to use the North Field runway, change existing flight patterns, etc.). I also
 request the City of Alameda take a stronger stance in opposition to the expansion. The
 current response is disappointingly neutral and lacks the strong dissent of their citizens.
 Please extend the October 16 deadline until proper due diligence has been done and these
 air and noise pollution concerns have been addressed to mitigate immediate and long-term
 health risks.

Response to Commenter P-333

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations, but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. **Sections 3.3 and 3.7** of the EIR summarize criteria pollutant and GHG emissions, respectively, associated with the Proposed Project. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Consistent with those guidelines, the existing conditions included using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest, most representative of the general study area.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-334**Janet Follrath**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-334

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-335**Debbie Fong**

The airport noise is already much too loud as it is. The air quality is poor, our tile roofs are blackened and we must halt our conversations when planes fly overhead. Our health is compromised and the property value of our homes are diminishing.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 3 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 5 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 6 |
| 4. It's too much noise. More Flights= More noise. | 7 |
| 5. Sea level rise threatens shoreline development. | 8 |
| 6. Labor rights are at stake. | 9 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 10 |
| 8. We have alternatives. Invest in Rail. | 11 |
| 9. We have alternatives like remote business and conferencing. | |
| 10. We need to shift towards climate-just transportation. | 12 |

Response to Commenter P-335

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement regarding the health of the community it noted.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social

and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-336
Irene and Steven Fong

We oppose to the expansion. We have enough of airplane noises.

1

Response to Commenter P-336

1. The commenter's statement regarding opposition to the Proposed Project is acknowledged. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-337**Abbot Foote**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-337

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-338
Donald Forman

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-338

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-339**Scott J. Forman**

Greetings,

Since the form is apparently broken and I haven't received a reply to my message below, I am submitting this comment by email instead:

1

As a resident of Oakland and a strong supporter of sustainable transportation solutions, I also sometimes fly, including from OAK, and I'm fully in support of this project and I think it should be allowed to proceed apace.

2

Economic development is good for our region, and while climate change is an important civilizational challenge, artificially restricting developments like these to raise the price and inconvenience of air travel is not going to have any appreciable impact on our climate trajectory. Attempting to stop projects like this is a terrible waste of energy and political capital for those who care about climate, as I do deeply. If the opponents succeed at killing or delaying this project, their efforts will be at best completely irrelevant to the course of climate change.

3

I also believe that this entire process of environmental impact reports, reams of public comments, followed by years of inevitable lawsuits constitutes a stranglehold on our state and that the legal apparatus that requires this should be completely overhauled and radically streamlined. I'm commenting because that's the law for now, but this process is a wasteful and counterproductive form of democratic accountability.

4

Response to Commenter P-339

1. The commenter's statement regarding their inability to use the form is noted.
2. The commenter's support of the Proposed Project is noted.
3. The commenter's statement regarding climate change is noted. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding the environmental review process is noted.

Commenter P-340**Mary Diane Foster**

I've lived here since 1989, and it keeps getting worse! It is way off the charts right now. I can't believe the pollution, and what will be MUCH worse with this expansion.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-340

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-341
Robinson Foster

Comment on the Draft Environmental Impact Report for the Oakland Airport Terminals Modernization and Development

1

Picking up where Jack Lucero Fleck, (350 Bay Area Transportation committee), ended his excellent comments:

"Therefore, until fossil free flight is possible, we need to support rail and alternatives to air travel, not promote (OAK) expansion."

To support rail, the Port of Oakland needs to fully fund a detailed, peer and community reviewed assessment using a rail traffic forecast model drafted by James Johnston, a member of the Stop OAK Expansion Coalition. (I contributed to an early version of this model.)

2

Please review James' work titled "Rail as an alternative to the Oakland International Airport expansion: California high speed rail will emit fewer greenhouse gas emissions than aviation, and most airport destinations are already reachable via today's Amtrak service," read it at <https://www.stopoakexpansion.org/trains-v-oak-departures-study>

The endgame is full public and private investment to bring existing high-speed, (e.g., California High Speed Rail Authority) and higher-speed, (e.g., Amtrak), rail passenger services up to automobile and airline competitive levels of service per guidelines detailed in the just released Sierra Club Rail Transportation Statement, read it at <https://www.sierraclub.org/sites/default/files/2023-08/Sierra%20Club%20Rail%20Report.pdf> (I contributed to an early draft of this report.)

3

The Port of Oakland Board needs to endorse the Sierra Club Rail Transportation Statement because the track infrastructure and "Open Access" service improvements detailed will leverage both passenger and freight volume and revenue to pay construction bonds, profit,

and generate significant public benefits net of public cost. The freight benefits will directly benefit Port of Oakland seaport operations.

High value, high volume freight operates on the same track infrastructure required to operate higher speed, (e.g., Amtrak), rail passenger services at automobile and airline competitive levels of service. For example, double and triple tracking the Coastline route between the San Francisco Bay Area and Los Angeles via Santa Barbara with top speeds meeting/exceeding the Northeast Corridor will accommodate innovative passenger and freight services to reduce highway and air market share.

Furthermore, speaking of induced demand and network effects, high-speed, (e.g., California High Speed Rail Authority), and higher-speed, (e.g., Amtrak), rail passenger services will take airline market share not only from OAK, but from SFO, SJO, and SAC, too, creating significant gate capacity, instead of expanding OAK, or any of them.

Recap:

1. Reject the new OAK terminal and gates proposed in the Terminal Modernization and Development plan
2. Fully fund the “Rail as an alternative to the Oakland International Airport expansion” model and factor freight into it
3. Endorse the Sierra Club Rail Transportation Statement, for its analysis of means and ends, up to and including its “Open Access” conclusion

Best Regards,
 Robinson Foster
 Volunteer, Stop OAK Expansion
 2375 Falcon Dr
 West Linn, OR 97068

PS: I authored and initiated the Emeryville Amtrak Station concept to successfully compete with and complement the Port of Oakland, Jack London Square Amtrak Station, read the statement on my LinkedIn page by Ignacio Dayrit, Center for Creative Land Recycling.

Response to Commenter P-341

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter’s statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
4. The commenter’s statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
5. The commenter’s opposition to the Proposed Project is acknowledged.
6. The commenter’s statement regarding train stations is noted.

Commenter P-342**Drew Fowler**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-342

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-343**Jeff Franco**

The current airplane noise is already barely tolerable. The expansion of private jet fleets departing from the North Field directly over our homes and neighborhoods is intolerable. Please do not allow this situation to worsen. Thank you

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-343

1. The commenter's statement regarding airplane noise and private jets is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-344**Richard Freeman**

Clearly, expanding ANY airport reverses the direction that a civilized society should be going if in fact it WANTS to preserve the environment for future generations.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-344

1. The commenter’s statement regarding expanding any airport is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-345**Nicole Freese**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

1

2

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Response to Commenter P-345

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-346
Michael Friedman

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-346

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-347
Anna and Dave Froker

Subject: EIR- Concerns for Proposed Terminal and Increased Air Traffic

I am writing on behalf my family and other concerned residents of Point Richmond to express our strong opposition to the significant escalation of noise over our peaceful community which could result from the proposed new terminal and the associated increase in air traffic. We have observed a noticeable rise in the number of planes flying directly over our area in recent years, including during the night, disturbing our sleep, and any further increase in aircraft noise levels is unacceptable.

1

My family and I have lived in Point Richmond for over 20 years, and originally chose to make it our home because it represents an oasis of serenity within the bustling San Francisco Bay area. We treasure the scenic and tranquil Miller/Know regional parkland along our shoreline and hillsides, which is home to abundant wildlife and utilized and enjoyed by Point Richmond residents and citizens from surrounding communities alike. An increase in noise levels would disrupt the wildlife in the park and the quietude of recreational and residential areas and make our community a far less desirable place to live.

2

3

We are concerned that our community has not been adequately informed or involved in the Environmental Impact Report (EIR) and the plans for airport expansion, given our location is not immediately adjacent to the Oakland Airport. We believe that Point Richmond deserves special consideration regarding noise studies and mitigation, as outlined in FAA Order 1050.1F B-1.5.: "Special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within Section 4(f) properties (including, but not limited to, noise sensitive areas within national parks; national wildlife and waterfowl refuges; and historic sites, including traditional cultural properties) where the land use compatibility guidelines in 14 CFR part 150 are not relevant to the value, significance, and enjoyment of the area in question. For example, the DNL 65 dB threshold does not adequately address the impacts of noise on visitors to areas within a national park or national wildlife and waterfowl refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute. When the proposed action or alternative(s) would result in a significant noise increase and the proposed action or alternative is highly controversial on this basis, the EIS should include, as appropriate in light of the specific proposal under analysis, information on the human response to noise. Inclusion of data on background or ambient noise, as well as other noise in the area, may be helpful."

4

This order recognizes the importance of evaluating noise impacts on noise-sensitive areas, particularly in situations where the land use compatibility guidelines do not fully address the value, significance, and enjoyment of the area in question. Our community aligns with this criterion, as we, and visitors from surrounding communities, all cherish the peaceful neighborhoods and outdoor recreation areas that Point Richmond offers.

5

In light of the potential for significant noise increase and the controversial nature of the proposed action, we request that a Supplemental Noise Analysis be conducted, as permitted by FAA Order 1050.1F B-1.6. We understand that there is no one-size-fits-all methodology for such analyses, and we believe that a case-by-case approach is necessary to adequately characterize the specific noise impacts we face. This approach should consider not only metrics like DNL (Day-Night Average Sound Level) but also the magnitude, duration, and frequency of noise events that would result from the proposed changes.

6

We kindly urge you to prioritize our community's well-being and conduct a thorough assessment of the noise impacts that the proposed terminal and increased air traffic would impose on Point Richmond. Our residents have invested in this quiet haven, and we believe it is our right to preserve the peaceful and tranquil environment we cherish.

7

We also respectfully request that the flight routes be altered to farther north to allow planes to reach higher altitudes before they begin the eastbound portion of their flights. Another mitigation measure could be to alter flight paths so that planes don't repeatedly follow the same route overhead.

8

Thank you for your attention to our concerns, and we look forward to a comprehensive and transparent assessment of the potential noise impacts on our community.

9

Response to Commenter P-347

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
2. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of implementation of the Proposed Project.
3. **Sections 3.4 and 3.11** of the EIR provide an analysis of the biological resource impacts and the noise impacts, respectively, that would occur as a result of implementation of the Proposed Project.
4. **Sections 3.4 and 3.11** of the EIR provide an analysis of the biological resource impacts and the noise impacts, respectively, that would occur as a result of implementation of the Proposed Project.
5. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
6. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
7. **Chapter 3** of the EIR discusses potential impacts of the Proposed Project.
8. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. The commenter's statement regarding noise impacts is noted.

Commenter P-348**Claire Frü**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-348

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-349**Xiya Fu**

Dear Members of the Alameda City Council,

I am writing to express my deep concerns regarding the proposed expansion of the Oakland Airport and its potential adverse effects on the quality of life for residents in our community. As a concerned citizen, I urge you to consider the following issues:

1. Increased Noise Disturbance:

- The proposed 50% expansion of the Oakland Airport is likely to lead to a significant increase in aircraft movements, resulting in elevated noise levels in our neighborhoods.
- Noise pollution can have serious health implications, including sleep disturbances, stress, and a decreased quality of life for residents living near the flight paths.

2. Deteriorating Air Quality:

- The expansion would also mean a substantial increase in air traffic, leading to higher emissions of jet fuel chemicals and pollutants.
- Residents already observe visible layers of black and grey particles on tree leaves, indicating potential air quality degradation.
- The long-term inhalation of these pollutants poses severe health hazards, especially for vulnerable populations.

3. Lack of Environmental Monitoring:

- The Port of Oakland's Draft Environmental Impact Report has not adequately addressed the concerns related to noise and air quality monitoring within Alameda.
- We urge the city council to ensure that proper technical monitoring is conducted before any expansion plans proceed.

4. Health and Safety Concerns:

- The health and safety of our community members, especially children and the elderly, are at risk due to the increased exposure to noise and air pollution.
- The expansion may result in higher rates of respiratory illnesses and other health issues, which could strain our healthcare system.

In light of these concerns, I respectfully request that the Alameda City Council take immediate action to address the potential negative impacts of the Oakland Airport expansion on our community. We urge you to consider alternative solutions that prioritize the well-being of Alameda residents.

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We are asking that:

- The Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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- The Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

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- The City of Alameda takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Response to Commenter P-349

1. The commenter's statement regarding quality of life concerns is noted.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of implementation of the Proposed Project.
3. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impact would occur as a result of implementation of the Proposed Project.
4. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
5. The commenter's statements regarding the health of the community and associated costs are noted.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
8. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
9. The commenter's statement regarding the City of Alameda is acknowledged.

Commenter P-350**Maryann Furda**

As a doctor, I have a special concern for human health. The air quality for residents near the airport is already dangerous for children and elders. More traffic will only worsen this. Our climate is changing much faster than was anticipated. We need alternatives, such as rail, not more planes in the air.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-350

1. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-351

Terry Furry

It is already congested at Jo's., and with this
On top of proposed stadium, at will be an insane climate,!!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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- Aviation is hard to decarbonize and biofuels are not the answer.

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- It's too much noise. More Flights= More noise.

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- Sea level rise threatens shoreline development.

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• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-351

1. **Section 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
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10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-352

Terry Furry

It is already congested at Jo?S., and with this On top of proposed stadium, at will be an insane climate!!!

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-352

1. **Section 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of implementation of the Proposed Project. For a discussion of The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-353

Margaret Gant

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | | |
|----|--|---|
| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| 4. | It's too much noise. More Flights= More noise. | 5 |
| 5. | Sea level rise threatens shoreline development. | 6 |
| 6. | Labor rights are at stake. | 7 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| 8. | We have alternatives. Invest in Rail. | 9 |

9. We have alternatives like remote business and conferencing.
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10. We need to shift towards climate-just transportation.

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Response to Commenter P-353

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-354**Thomas Gant**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-354

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-355
Agustin Garcia

Dear Leadership of the Port of Oakland,

I and many of my neighbors appreciate what the port does for our town and economy. We get it, thank you very very much. 1

But the future of the Airport is intertwined with the City of Alameda. This town is already under pressure from the State and Fed to increase housing units in this city. That means traffic and a lot of it based on the numbers of new homes the City is talking about. In that scenario the only thing I have asked of this City and the Board is to get adamant and stand firm on getting the Island a bridge and/or a tunnel or two. This is keyget it first, before we build thousands of houses.... before we make a huge expansion on the airport. If the Port and the city get together and get these projects on the map the state will have to listen to this combined approach.

Building bridges means a couple things means we all can move into the future together and not as adversaries and unhappy citizens. I wish everyone the best in this very important moment in Alameda's History. 2

Best
 Agustin Garcia (just a guy, who lives in Costa Brava)

Response to Commenter P-355

1. The commenter's statement regarding appreciation is noted.
2. The commenter's statement regarding access to the city of Alameda is noted.

Commenter P-356**Agustin Garcia**

I expect more infrastructure to be build before we go and build more houses or bigger airports. Build a bridge and tunnel for The island the after you will have my support for expansion... not before

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-356

1. The commenter's statement regarding access to the City of Alameda is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-357**John Gardner**

Have been an Alameda resident for 35 years and once again the Port of Oakland proposes a dramatic expansion of their airport. Greed and ignorance can be the only motives. Air travel is a major contributor to climate change, air pollution and noise pollution and needs to be contained and rationalized, not expanded. Do this hurts our planet, but also punishes thousands of homeowners in the local area as they suffer devaluation in their property values and reduced quality of life. I will never be able to take living here if this continues. Too stressful and noisy and smelly from the planes crop dusting our neighborhood with pollution . Please come to your senses and stop thinking about making more money as your only goal.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.	11
7. Inequity: flying is an elite privilege with high costs for everyone else.	12
8. We have alternatives. Invest in Rail.	13
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	14

Response to Commenter P-357

1. The commenter's statement regarding motivation for the Proposed Project is noted.
2. The commenter's statement expressing concerns about climate change, air quality, and noise pollution are noted.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. The commenter's statement regarding financial motivations is noted.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.

10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-358**Sanjay Garla**

I am worried about my son's health and the air in my neighborhood.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-358

1. The commenter's statement regarding concerns for the health of family members is noted. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
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7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
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11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-359

Chris Garrity

I think this is a project that needs to happen to keep OAK usable and competitive into the

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future. That said, my home is in the flight path of North Field runway 22L. Currently the noise is tolerable w/ occasional bigger planes. I am worried about an increase in usage of the North Field.

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In addition, I am also worried about sea level rise affecting the Port of Oakland and Alameda. We are in this together as neighbors and I hope we can work together to come to an agreeable solution. Thank you.

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Response to Commenter P-359

1. The commenter's support of the Proposed Project is noted.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding collaboration is noted.

Commenter P-360

Linda Garvin

We have filth over our deck?s from planes & hard to rest with noise, as well as bring in a climate emergency situation!!?

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-360

1. The commenter's statement regarding their property is noted. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-361**David Gassman**

I just want to be sure.. I live in Oakland, that the Port, the Board, the process consider the inevitable changes that are going to have to happen if we are going to continue flying in this country in this world.

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I mean, you were talking about sustainable aviation fuel.. That's not really substantially different from fossil-based fuel. Airline -- airplane travel is an environmentally destructive process.

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I argue that we have to rethink it very, very carefully as opposed to expanding our capacity to travel on fossil fuel or even sustainable aviation fuel planes.. We really need to rethink that carefully.

And if this modernization and development project does not do that, and I have seen no indication that it does, it is a mistake. And I -- I think I've made my point, maybe not as eloquently as I'd like to, but I would hope you'd get the message.. Thank you very much.

Response to Commenter P-361

1. The commenter's statement expressing concerns is noted.
2. The commenter's statement regarding aviation fuels and opposition to the Proposed Project is noted.

Commenter P-362**David Gassman**

Climate disaster

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-362

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-363**David Gassman**

I happen to be on the steering committee of the "Stop OAK Coalition" and I wanted to say that I don't see the Board as enemies.· I want to be clear about that..· I do in a way see them as opponents and I'm trying to be part of a dialogue to make for a happier relationship.

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

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Response to Commenter P-363

1. The commenter's statement regarding collaboration is noted.
2. The commenter's statement regarding future methods of air travel and future fuels for air travel is noted.

Commenter P-364**David F. Gassman**

Ladies & Gentlemen,

I am concerned that the Draft Environmental Impact Report (DEIR) does not give adequate consideration to the many negative effects of air traffic upon the health & well-being of residents near the airport (due to the emission of particulate matter from the burning of aircraft fuel), upon persons in the flight path of the planes due to noise, & to the overall consequences to everyone on earth in terms of the climate chaos caused by increased greenhouse gases. Expanding the airport will only increase & aggravate these problems.

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Clearly, we have to reconsider our current form of air travel which relies upon the burning of a polluting fuel. Our present form of air travel actually needs to be reduced as opposed to be expanded, if it is ever to be sustainable.

2

For air travel to continue far into the future I believe that it will have to take a dramatically different form than it does today. It is not clear to me that the Port & the DEIR have given this serious consideration. That strikes me as most unwise & I submit these comments to encourage that consideration. It is reasonably clear to me that the proposed plan is simply contemplating more of the same, which will be contributing to disaster for everyone.

3

I have no problem with remodeling the existing terminals & modernizing the airport to make it function more efficiently. But I want to be certain that every consideration is being given to the changes that will be required in air travel for the future. Because I do not think that is

4

happening now I oppose the project until such a time as it is happening. I will appreciate seeing what this comment elicits in the way of response to these thoughts.

Response to Commenter P-364

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding fuels is noted.
3. The commenter's statement regarding the future of air travel is noted.
4. The commenter's statement regarding planning for the Airport beyond the Proposed Project is noted.

Commenter P-365

David F. Gassman

I have just submitted these comments thru the on-line forum & so this email may be redundant

1

Ladies & Gentlemen,

I am concerned that the Draft Environmental Impact Report (DEIR) does not give adequate consideration to the many negative effects of air traffic upon the health & well-being of residents near the airport (due to the emission of particulate matter from the burning of aircraft fuel), upon persons in the flight path of the planes due to noise, & to the overall consequences to everyone on earth in terms of the climate chaos caused by increased greenhouse gases. Expanding the airport will only increase & aggravate these problems.

2

Clearly, we have to reconsider our current form of air travel which relies upon the burning of a polluting fuel. Our present form of air travel actually needs to be reduced as opposed to be expanded, if it is ever to be sustainable.

3

For air travel to continue far into the future I believe that it will have to take a dramatically different form than it does today. It is not clear to me that the Port & the DEIR have given this serious consideration. That strikes me as most unwise & I submit these comments to encourage that consideration. It is reasonably clear to me that the proposed plan is simply contemplating more of the same, which will be contributing to disaster for everyone.

4

I have no problem with remodeling the existing terminals & modernizing the airport to make it function more efficiently. But I want to be certain that every consideration is being given to the changes that will be required in air travel for the future. Because I do not think that is happening now I oppose the project until such a time as it is happening. I will appreciate seeing what this comment elicits in the way of response to these thoughts.

5

Thank you very much.

Response to Commenter P-365

1. The commenter's statement regarding comment submission is noted.

2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement regarding fuels is noted.
4. The commenter's statement regarding the future of air travel is noted.
5. The commenter's statement regarding planning for the Airport beyond the Proposed Project is noted.

Commenter P-366**Christopher Gee**

Modernization Okay, expansion NOOO	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-366

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-367

Lily Gee

I strongly oppose the Oakland Airport expansion on behalf of the planet and our local communities. When will the greed come to an end? 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6

• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-367

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-368

Vivian Gee

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-368

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-369**Felicia Gelardi**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-369

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-370**Berta Gelber**

The noise is already unbearable especially in the summer if you happen to open your windows. It wasn't like this when I moved in 1991. When they added more terminals the noise at certain hours of the day is deafening. No way to watch TV without putting on the pause button, then a few minutes later doing that again. Or having a conversation outside. I

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haven't complained about daytime noise, but at night, that's a whole different animal. FedEx flying overhead, waking me up in the wee hours of the morning, multiple times. It's draining.

If you're retired like myself, you're usually going to be home more, and affected more as well.

Not to mention the air pollution...hello climate change? Don't we have a right to quiet enjoyment of our homes? It's all about the bottom line, money. So, what else is new?

2

Response to Commenter P-370

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding economic motivations is noted.

Commenter P-371

Berta Gelber

I'm a resident of Bay Farm Island.. I live two blocks down from the harbor or one block from the harbor base ferry and I bought in 1991 when it was the Oakland Municipal Airport and there was the expansion -- there was an expansion in 2006 with five gates and I did notice an uptick in the noise and since I retired in 2012 it's almost unbearable, can't open a window we have dual pane windows and even with it closed the noise is unbearable at certain times of the day and in the evening, midnight, they're still flying the planes overhead.. During the summertime got to keep the windows closed because the noise is just unbearable and if this expansion goes through it just won't be unbearable it will be unlivable and that's my personal experience.

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Response to Commenter P-371

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast

to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-372

Berta Gelber

I have lived in Bay Colony right up the street from the Harbor Bay Ferry since 1991, when OAK was called Oakland Municipal Airport. At that time noise wasn't an issue. I worked, busy on weekends and life went on. Then they added a 2nd Southwest Terminal and noise started to become a factor. You couldn't hold a conversation outside without the "pause". I recall smelling the "ah, airline fuel in the mornings" as I left for work.

Now, that I've retired to enjoy the fruits of my labor, it's truly been challenging. You cannot keep a window open at night. The planes roar overhead, being out of compliance on many occasions. Try watching TV at any hour of the day or night. Impossible, especially if there's a dual pane window open. The "pause" continuously.

FedEx is a big noise contributor flying overhead at all hours in the middle of the night, with their lumbering older planes. I try to write down the times being awoken by FedEx and then if on cue, commercial flights take over at 6:00 am. Whatever happened to silent 7/11?

Answer: It never happened. I just couldn't imagine operating 16 more gates. This area will become uninhabitable as it is already unbearable. The noise and pollution will destroy our property values and our health. Aren't we entitled to the quiet enjoyment of our homes?

Answer: NO.

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I feel the Port is all about money, and that's the bottom line.

2

Response to Commenter P-372

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement regarding economic motivations is noted.

Commenter P-373

Berta Gelber

My second comment, and personal feeling about what may happen. I'M TERRIFIED. This is how I, and others feel about this airport expansion. That was stated at the City Council meeting on Oct. 2nd. I never imagined that I would feel this way about where I live. In 1991 when I bought, it was called "Oakland Municipal Airport". Who could have dreamed that it would come to this. Already it's horrible, with the jet/plane noise day and night. Dual paned windows are useless. You can't keep a window open at night. When commercial flights cease around midnight, then FedEx takes over with their planes lumbering over the neighborhoods. For folks that sleep well it may not be an issue. For those of us who don't, it is. Even if you sleep well, during the day you just can't watch TV without the "pause"...or try having an outside conversation...impossible.

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What's going to happen with 16 more gates and triple the amount of flights? Not just the noise, but the pollution and traffic. It will destroy and decimate this area. I thought this

2

would be my last home, retired and happy. No. Now, I'm thinking of moving....where? I just don't know. Interest rates are through the roof and homes cost (in a decent area) 900K or more. What will this do to our property values? Who wants to live next to an airport this large? It would be like fracking in someone's backyard. We are all for remodeling this airport, but tripling the amount of air planes, that's a recipe for our disaster.

3

Response to Commenter P-373

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. **Section 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement regarding cost of living is noted.

Commenter P-374

Berta Gelber

Been on Bay Farm, right up the street from the Harbor Bay Ferry since 1991 when it was called OAKLAND MUNICIPAL AIRPORT. No issues until they added the second Southwest terminal. You can't keep a window open at night because the noise is unbearable and I have dual paned windows. I call it the ?pause ? when trying to watch TV or have a conversation outside These planes fly over neighborhoods one after the other. It's something you can never get used to. As well as the pollution that descends on us. Black soot around windows, awful fuel smell and the increased traffic will be something that we will have thrust upon us With this proposed expansion this community will be decimated and unlivable.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-374

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement regarding pollution is noted.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-375

Jessica Getty

As a resident of Bay Farm, the expansion will have a significant impact on my community. We will be subject to years of noise and air pollution from continuous construction, including many demolition projects. These communities are already in non-attainment for various air pollutants, which this Project will make worse.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-375

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-376**Kenneth Gibson**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-376

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-377

Ellen Gierson

The planned expansion will disrupt, pollute and further downgrade Oakland.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-377

1. The commenter's statement regarding disruption, pollution, and downgrade of Oakland is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-378

Ellen Gierson

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.
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10. We need to shift towards climate-just transportation.

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Response to Commenter P-378

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-379**Ilana Goldberg**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-379

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-380
Susan "GG" Goldstein

- | | |
|--|---|
| 1. Noise – Although there is supposed to be an evening quiet period planes still fly over and wake us up. Is there any policing of private plane.

(I live in Garden Isle) | 1 |
| 2. Will the airport authority replace windows, as they once did, so neighbors can have noise reduction. | 2 |

Response to Commenter P-380

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.
2. The noise analysis in the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project. The Port established the Oakland Airport-Community Noise Management Forum in 1998 (Noise Forum), to provide a committee comprised of elected officials and citizen representatives to address aircraft noise issues related to OAK. With a 20+ year history, this forum is now an important standing venue for communication between the Airport and at least six neighboring communities and the county. With input from the Noise Forum, the noise management program has continuously improved with implementation of noise minimization measures, data capture, documentation, and communication tools. These measures and tools include voluntary "fly quiet" procedures for pilots, a noise monitoring system, a noise complaint reporting system, web-based aircraft report dashboards, community advisories, and continued advocacy on behalf of the community regarding FAA management of flight paths.

Commenter P-381**Bella Goldwasser**

I'm a member of "Youth Power Climate Action."· I'm 17 years old and a senior at Alameda High School..· Fighting climate change is one of the most important parts of my life. I want to live in and pass on a world that is safe, just, and beautiful, and right now you have a powerful opportunity to contribute to that goal..· By not expanding the Oakland airport you can lead our transition into a world with fewer carbon emissions.

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

Response to Commenter P-381

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-382**Maritza Gonzalez**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- 3. Aviation is hard to decarbonize and biofuels are not the answer.
- 4. It's too much noise. More Flights= More noise.
- 5. Sea level rise threatens shoreline development.
- 6. Labor rights are at stake.
- 7. Inequity: flying is an elite privilege with high costs for everyone else.
- 8. We have alternatives. Invest in Rail.
- 9. We have alternatives like remote business and conferencing.
- 10. We need to shift towards climate-just transportation.

Response to Commenter P-382

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-383**Nio Gonzalez**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-383

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-384
Susan Goolsby

Seeing airplanes going over my house by the dozens is heartbreaking as I know this is adding to more pollution in the air. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-384

1. The commenter's statement regarding airplanes is noted.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-385**Linda Gossage**

Air and sound pollution endangering, wildlife, the environment and community	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-385

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. **Section 3.4** of the EIR provides an analysis of the biological resources impacts that would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-386

Michelle Gossage

We will be impacted by poor air quality and noise , increased street traffic. I am trying to be fair and understand that I bought a house near an airport. However, when I bought the house over 15 years ago, the airport was reasonable in size and air traffic. I find it a bit unfair that they're expanding to the point that it's become unpleasant with the huge increase in the airports size and sheer numbers of additional planes in the sky causing noise and changing what was once a relatively peaceful neighborhood into one with a constant humming in joining of airplanes from above. If any expansion is allowed, it should be a mandate that only planes with quiet engines can use the Oakland airport. The FedEx planes need to takeoff at routes that are far away from homes.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	5
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	6
3. Aviation is hard to decarbonize and biofuels are not the answer.	7
4. It's too much noise. More Flights= More noise.	8
5. Sea level rise threatens shoreline development.	9
6. Labor rights are at stake.	10
7. Inequity: flying is an elite privilege with high costs for everyone else.	11
8. We have alternatives. Invest in Rail.	12
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	13

Response to Commenter P-386

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of

implementation of the Proposed Project. **Section 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of implementation of the Proposed Project.

2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement regarding quieter engines is noted.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-387

Corrina Gould

I live in Sobrante neighborhood where we are impacted by railroads, the freeway and the airport. Expanding the airport to allow more flights would continue to impact the health of poor, working class BIPOC people. The Oakland Airport is already in a flood zone for sea level rise and we need to focus on preventing our bay water from rising and impacting our fresh water, homes and further pollution of the Bay. Air Traffic also impacts the noise levels in our neighborhood, more vehicle traffic in disadvantaged neighborhoods like Sobrante and with no mitigations for us. Expanding the Oakland Airport will impact, humans, the Bay, fish and other water life, birds and other animals as well as plant life, and will further create more global warming. We need solutions to climate disaster not more planes in the air causing the temperature of our world to rise. I OPPOSE OAK expansion.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-387

1. The commenter's statement regarding impacts to their community is noted. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
3. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of implementation of the Proposed Project. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-388

Jeff Gould

More pollution, more noise, more low level overflights .. no thank you.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-388

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-389**Ariella Granett**

I am part of the Stop OAK Airport Expansion Coalition. Thank you so much for hearing all of our comments tonight. I would also like to propose that our coalition could have a meeting with you and the Port of Oakland Board of Commissioners to continue this dialogue. I think it's been wonderful to hear all these comments and this deserves a discussion and we would like to open that line of communication with you.

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I have to say I'm a little embarrassed that I forgot to bring a very important thing here tonight. I had a packet of 271 letters that we have gathered in opposition to the airport expansion and so I'll have to come back on the 30th to hand deliver those letters to you and

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we may have more by then. Again, thank you for hearing our concerns tonight. I want to say that I listened to your summary of the project and in the project objectives and screening criteria there was something missing. I did not see mention of community health and a livable climate.· The plan sounds outdated to me.· It is 2023 and the world is on fire and our communities are dying of air pollution so in my view there's no such thing as a modern airport expansion.· I'd like to add that in the Draft Environmental Impact Report air pollution and global warming emissions are summarized as significant and unavoidable.· I have an idea of how they can be avoided.· We call on you and the Port of Oakland to cap and reduce flights, not increase them, and that is how these problems can be avoided.

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

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Response to Commenter P-389

1. The commenter's statement regarding collaboration is noted.
2. The commenter's statement regarding providing comments from the community is noted.
3. The commenter's statement regarding the health of the community is noted.
Section 3.3 of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project.
4. The commenter's statement regarding limiting the amount of flights at the Airport is noted.
5. The commenter's statement regarding building design is noted.

Commenter P-390

Ariella Granett

I'm worried about my kid's future because of climate change. Four years ago, my family declared a climate emergency and we are doing everything we can to lower our emissions including that we quit flying because we realized that flying was a HUGE part of our carbon footprint. OAK should also declare a climate emergency and reduce it's greatest source of air pollution and emissions which are from the FLIGHTS themselves! It is greenwashing to claim that an airport expansion could ever be sustainable because reducing airport building and ground operation emissions is so insignificant compared to the pollution and emissions from flights. In fact, at SFO, a modernized airport, 99% of SFO's emissions are from flights! If OAK paves the way for 24.7 Million passengers per year, that is like adding 885,000 gas guzzling cars to the road! This has been a year of extreme heat, fires, flooding, hurricanes, 100 degree ocean water, and it's going to be getting a lot worse with accelerating climate change. We gotta stop burning stuff - including oil, gas, jet fuel and biofuels! And, I implore you to act for environmental justice. Stop redlining in the sky- people are getting sick and don't live as long in the zip codes under flight paths. Ban leaded AvGas. Stop all airport advertising, CAP FLIGHTS and encourage low carbon travel like train, bus or carpooling.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 5
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 6
- Aviation is hard to decarbonize and biofuels are not the answer. 7
- It's too much noise. More Flights= More noise. 8
- Sea level rise threatens shoreline development. 9
- Labor rights are at stake. 10
- Inequity: flying is an elite privilege with high costs for everyone else. 11
- We have alternatives. Invest in Rail. 12
- We have alternatives like remote business and conferencing. 13
- We need to shift towards climate-just transportation. 14

Response to Commenter P-390

1. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding overall emissions is noted.
3. The commenter's statement regarding climate change is noted. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding impacts to the community is noted. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-391

Allison Grant

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-391

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-392**Caryn Graves**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-392

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-393**Nicole Greene**

This expansion will have a disproportionate negative impact on our most vulnerable and climate disadvantaged communities.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-393

1. The commenter's statement regarding impacts to the community is noted. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-394**Eric Greenwood**

I am writing on behalf my family and other concerned residents of Point Richmond to express our strong opposition to the proposed new terminal and the associated increase in air traffic, which would result in a significant escalation of noise over our peaceful community. We have observed a noticeable rise in the number of planes flying directly over our area in recent years, and any further increase in aircraft noise levels is unacceptable.

Point Richmond has earned a reputation for being a tranquil and quiet community for several reasons, including:

1. Natural Buffer: The hills and the presence of the San Francisco Bay act as an excellent natural buffer against road and city noise. The western side of Point Richmond, facing the Bay, is exceptionally quiet due to the surrounding hills to the north and the Bay to the south and west.
2. Natural Parks: Keller Beach, Miller/Knox Regional Park, and Brickyard Cove are our local treasures, offering peace and tranquility to our residents and visitors from surrounding communities.

Our hilly terrain places us in closer proximity to aircraft flight paths, intensifying the impact of aircraft noise on our community. Many of us have chosen to make Point Richmond our home for years because it represents an oasis of serenity within the bustling San Francisco Bay area. Therefore, we are sensitive to any potential increase in noise levels that could disrupt the quietude of our community.

We are also concerned that our community has not been adequately informed or involved in the Environmental Impact Report (EIR) and the plans for airport expansion, given our location not immediately adjacent to the Oakland Airport. We believe that Point Richmond deserves special consideration regarding noise studies and mitigation, as outlined in FAA Order 1050.1F B-1.5.

"Special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within Section 4(f) properties (including, but not limited to, noise sensitive areas within national parks; national wildlife and waterfowl refuges; and historic sites, including traditional cultural properties) where the land use compatibility guidelines in 14 CFR part 150 are not relevant to the value, significance, and enjoyment of the area in question. For example, the DNL 65 dB threshold does not adequately address the impacts of noise on visitors to areas within a national park or national wildlife and waterfowl refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute. When the proposed action or alternative(s) would result in a significant noise increase and the proposed action or alternative is highly controversial on this basis, the EIS should include, as appropriate in light of the specific proposal under analysis, information on the human response to noise."

Inclusion of data on background or ambient noise, as well as other noise in the area, may be helpful."

This order recognizes the importance of evaluating noise impacts on noise-sensitive areas, particularly in situations where the land use compatibility guidelines do not fully address the

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value, significance, and enjoyment of the area in question. Our community aligns with this criterion, as we cherish the quiet setting that Point Richmond offers.

In light of the potential for significant noise increase and the controversial nature of the proposed action, we request that a Supplemental Noise Analysis be conducted, as permitted by FAA Order 1050.1F B- 1.6. We understand that there is no one-size-fits-all methodology for such analyses, and we believe that a case-by-case approach is necessary to adequately characterize the specific noise impacts we face. This approach should consider not only metrics like DNL (Day-Night Average Sound Level) but also the magnitude, duration, and frequency of noise events that would result from the proposed changes.

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We kindly urge you to prioritize our community's well-being and conduct a thorough assessment of the noise impacts that the proposed terminal and increased air traffic would impose on Point Richmond. Our residents have invested in this quiet haven, and we believe it is our right to preserve the peaceful and tranquil environment we cherish.

6

We also respectfully request that the flight routes be altered to farther north to allow planes to reach higher altitudes before they begin the eastbound portion of their flights.

7

Another mitigation measure could be to alter the flight paths such that plane after plane don't take the same route.

8

Thank you for your attention to our concerns, and we look forward to a comprehensive and transparent assessment of the potential noise impacts on our community.

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Response to Commenter P-394

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
3. The commenter's statement regarding Port Richmond is noted.
4. The commenter's statement regarding public involvement and notification is noted.
5. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
6. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of implementation of the Proposed Project.
7. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
8. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. The commenter's statement regarding involvement and transparency are noted.

Commenter P-395**Salena Grewal**

Impact to Alameda air quality and health effects would be bad.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-395

1. The commenter's statement regarding impacts to Alameda are noted. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-396**Lin Griffith**

Of course the airport must be maintained and maintaining it in a way that is more modern is appropriate but I am concerned about the financial wisdom of this expansion of 16 gates.

1

One reason given in the DEIR for the need to expand flight capacity is the projected increase in population to the Bay Area.. The expansion plan has been in the works for a number of years and before the pandemic it did appear that the Bay Area population would continue increasing indefinitely but that is no longer the case.. Many people are leaving so the actual increase we are seeing is very slight. The Port needs to adjust the plan to suit the new reality.

2

Another reason given for expanding flight capacity is an increase in market demand over which the Port claims to have no control.. I hear radio ads every day designed to bring travelers to Oakland's airport rather than to any other.. That is not the sign of an inevitable market demand increase and it's not the sign of an increase that the Port has no control over.. Clearly it is constantly working to grow market demand.. Then building a terminal with 16 new gates is sure to induce demand far beyond what demand growth might naturally occur.. Right there is surely an effort to bring the market to this particular airport.. Even if market demand does grow some, surrounding airports in San Francisco, San Jose, Sacramento, and Santa Rosa will also take up portions of that demand and the DEIR does not account for that.. And finally as was just mentioned many people will choose not to fly for good reason.

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

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Response to Commenter P-396

1. The commenter's statement regarding costs of the Proposed Project are noted.
2. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements. Also see Global Response A: Aviation Forecast.
3. The commenter's statement regarding advertising by the Airport is noted.
4. The commenter's statement regarding methods of travel is noted.
5. The commenter's statement regarding increasing capacity is noted. Also see Global Response A: Aviation Forecast.

Commenter P-397

Lin Griffith

I am asking the airport to avoid the significant and you claim unavoidable impacts that you have mentioned several times in the DEIR. The very significant addition of greenhouse gasses to the 11 percent of Bay Area climate emissions already caused by aviation is very important to me.. I care deeply about the world we are damaging and leaving for our kids.. The ultrafine particle air pollution increases of additional gates and lights will bring longterm debilitating health consequences to persons in a 10-mile radius of the airport and most especially to airport workers and those living under flight paths near the airport.. I live in East Oakland so I also care deeply about my health and that of my daughter, neighbors, friend, and everybody else in East Oakland, East Bay.. These impacts are avoidable.

1

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

2

Response to Commenter P-397

1. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement regarding government policy is noted.

Commenter P-398

Lin Griffith

The unexamined life is not worth living and the unexamined public agency floats along doing what others have always done without an examined guiding principle.. Business as usual based on an assumption of growth is what has gotten into, gotten us into the climate crisis that we are only now opening our eyes and seeing all around us, what's causing the heat,

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droughts, wildfires, floods that are worsening at an alarming rate. it's not something or someone else.. It's us, we who go right on designing bigger and more resource rich systems including airports that make life easier for the affluent few who fly.

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

Who has the courage to be the first to say enough growth, enough increasing extraction of resources to allow the affluent to live well?.. Who has the courage to stop overusing our share of resources and allowing other countries and the next generations their turn?.. I call upon the Port of Oakland to make a much better name for itself by becoming a leader of conscience.. What California starts, other states follow.. It's time to turn around the self-indulgence era by starting to live within planetary boundaries and ensuring equity.

Modeled and responsible behavior that will –

Response to Commenter P-398

1. The commenter's statements regarding climate change are noted. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statements regarding reducing emissions are noted.
3. The commenter's statement regarding the Port of Oakland is noted.
4. The commenter's statement regarding monitoring and behaviors is noted.

Commenter P-399

Lin Griffith

Expanding the airport is business as usual. Continuing business as usual is bringing climate breakdown upon us. While affluent individuals continue to fly and airports expand to facilitate their flights, the majority bear the brunt of the climate and pollution effects. We are running as fast as we can toward climate catastrophe--out of habit? greed? Let's step back, consider long-term effects and equity. We don't need a bigger airport. We need to rethink transportation instead--avoid some travel, divert some to rail. And the Port needs to understand such a change and plan for a livable future.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-399

1. The commenter's statement regarding climate change is noted. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.

8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-400**Lin Griffith**

In 3.7-4, the DEIR states that "the majority of the Proposed Project's GHG emission increases would result from market-based demand and related aircraft emissions and the Port does not have the authority to mitigate air pollutant emissions associated with aircraft operations. Therefore, the impact would be significant and unavoidable." 1

By declaring that it does not have the authority to reduce aircraft emissions, the Port strives to absolve itself of all responsibility for the vast majority of GHG emissions it facilitates. However, the absence of a document that spells out and bans providing a place and assistance for planes' landing and taking off does not prevent the Port from commanding the moral authority of doing what is right for the good of both the people and the planet. 2

There is no requirement in law for OAK to grow its capacity for servicing more flights; the plan to do so by adding gates is prompted by the business-as-usual assumption that the future offers growth, and with that mindset it is tempting to overestimate the automatic growth in market demand mentioned repeatedly throughout the DEIR but, as in the Vision 2000 overestimation of market demand, not adequately documented. By all means modernize as part of maintenance. But adding gates will, as others have shown, induce additional flights. OAK's constant advertising is intended to grow flight capacity too. This focus on growth harms health and the environment. 3

To take the high road, to exert leadership where all levels of government are ignoring aviation as a means of lowering GHG emissions to reach climate targets, OAK does not need permission. It does not need to perform some proscribed action to fix things. It only needs to NOT perform the action it has announced, ie. expanding flight capacity by adding 16

gates and ultimately a commensurate number of flights. It does not need authority granted by some other agency for that.

STOP thus causing climate disruption, for that is what this project would cause.

4

Response to Commenter P-400

1. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of implementation of the Proposed Project. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement regarding the Port's authority is noted.
3. The commenter's stated regarding capacity is noted. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-401

Leanne Grossman

We can't just go on expanding aviation infrastructure as if people aren't being directly affected by the huge levels of pollution that jets drop on people who are considered disposable. Do not expand OAKLAND AIRPORT!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

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- We need to shift towards climate-just transportation.

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Response to Commenter P-401

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-402**Kay Guinane**

We must rethink air travel - and not encourage increased pollution and climate impacts from expanded flights. Spend money on good alternatives - in the meantime we have three airports in the area to choose from. This is unnecessary.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

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- It's too much noise. More Flights= More noise.

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- Sea level rise threatens shoreline development.

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- Labor rights are at stake.

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- Inequity: flying is an elite privilege with high costs for everyone else.

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- We have alternatives. Invest in Rail.

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- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

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Response to Commenter P-402

1. The commenter's statement regarding rethinking air travel, pollution, and climate impacts are acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-403
Debbie Gunning

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|--|
| 1 | 21. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming |
| 2 | 22. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution |
| 3 | 23. Aviation is hard to decarbonize and biofuels are not the answer. |
| 4 | 24. It's too much noise. More Flights= More noise. |
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25. Sea level rise threatens shoreline development.	6
26. Labor rights are at stake.	7
27. Inequity: flying is an elite privilege with high costs for everyone else.	8
28. We have alternatives. Invest in Rail.	9
29. We have alternatives like remote business and conferencing.	
30. We need to shift towards climate-just transportation.	10

Response to Commenter P-403

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-404

Gustavo Gutierrez

I'm a staff member for Communities for a Better Planet.. So yeah, I think I find you know as Beatriz.. I care about you know the environment, I care about the air we breathe.. I know that you know airlines are raining down ultrafine particles on communities that they fly over.. I know by publicly available information that airplanes that are coming off of the Oakland airport are flying over East Oakland instead of other areas in order to meet noise reduction requirements, right?.. So you know I find all this problematic and I think that if we expand the airport it will only increase you know those issues that our communities are facing.

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I find fault in the logic that the increases in demand are inevitable.. You know I think that -- I think expanding the airport you know it's an economic fact and if it weren't expanded I think that there would be you know a reduction in how people use it because you're right it wouldn't be efficient for that but we shouldn't be making it easier to spot,.. right?.. And you know we hear like that that shouldn't matter because airlines are reducing their emissions and that airlines aren't necessarily you know responsible for the emissions of airlines but we also know that the aviation fuels, the sustainable aviation fuels that airlines are using or are transitioning towards have problematic feed stocks, right.. They're fueled by industrial agriculture right and modern cultures which are destroying our environment.

2

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

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Response to Commenter P-404

1. The noise analysis in **Section 3.11** the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project. See also Global Response D: Noise and Global Response E: Environmental Justice and Community Engagement for the Port's efforts related to aircraft noise as it relates to community outreach.

Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. Also see Global Response F: Human Health Risk Assessment.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase

in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. See response to Comment #1 of this letter. The commenter's statement regarding emissions and sustainable aviation fuels is acknowledged.
3. The commenter's statement regarding the Airport's carbon accreditation level is acknowledged. The Port subsequently achieved Level 2 Accreditation: Reduction in 2023 and Level 3 Accreditation: Optimization in 2024. See also Global Response G: Greenhouse Gas and Climate Change.

Commenter P-405

Josh Gutwill

This is a matter of environmental justice. The communities that will be most impacted by increased pollution will be poorer ones. In addition, we simply cannot increase our dependence on air travel., given it's outsized impact on the climate. We should be investing in electric public transit, not dirty, carbon-emitting air travel.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-405

1. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-406**Lien H**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-406

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-407

Annie Ha

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. It's too much noise. More Flights= More noise. | 4 |
| 5. Sea level rise threatens shoreline development. | 5 |
| 6. Labor rights are at stake. | 6 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. We have alternatives. Invest in Rail. | 8 |
| 9. We have alternatives like remote business and conferencing. | 9 |
| 10. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-407

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-408

Shirley Haberfeld

We all have to be conscientious about global warming. Please do your part. I'm doing my part!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 10 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-408

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-409**Jessie Hagler**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-409

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-410
John Hagopian

Jet noise from the Oakland airport has already been very unpleasant, disruptive, and unhealthful in my area. We cannot afford to subject local residents or the planet's climate to the effects of the proposed expansion.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	11
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	12

Response to Commenter P-410

1. The commenter's statement regarding jet noise is acknowledged.

2. The commenter's statement regarding perceived impacts of the Proposed Project on climate and local residents is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-411**Lori Hale**

Living in Islandia on Harbor, Bay is already annoying with all of the flights going overhead. Not to mention the jet fuel fume. We cannot live like this. Why don't you expand San Jose instead? Or Santa Rosa?	1
	2

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-411

1. The commenter’s statement regarding overhead flights and jet fuel is acknowledged.
2. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-412**Lori Hale**

Current state? We breathe the fumes and assaulted by the planes day and night – particularly from the north field. Our property values will plummet and pollution will go up. Expansion over bay farm/harbor bay is a hard stop NO.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
21. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
22. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
23. Aviation is hard to decarbonize and biofuels are not the answer.	5
24. It's too much noise. More Flights= More noise.	6
25. Sea level rise threatens shoreline development.	7
26. Labor rights are at stake.	8
27. Inequity: flying is an elite privilege with high costs for everyone else.	9
28. We have alternatives. Invest in Rail.	10
29. We have alternatives like remote business and conferencing.	11
30. We need to shift towards climate-just transportation.	12

Response to Commenter P-412

1. The commenter's statement regarding breathing fumes and day and night flights are acknowledged.
2. The commenter's statement regarding property values and pollution is acknowledged.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

Construction and operation of the Proposed Project would occur entirely on Airport property and not over Bay Farm or Harbor Bay.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-413**David Hall**

<p>Owned my home for 36 years. The increase in the number of flights, and the more frequent commercial use of the north runway is seriously damaging the enjoyment of my home and presumably the health of family and garden. FedEx flights are the worst! There must be noise and pollution testing and abatement. We want OAK to be a good neighbor.</p>	1
	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-413

1. The commenter's statement regarding an increase in number of flights and frequent use of the north runway is acknowledged.
2. The commenter's statement regarding FedEx flights and noise and air pollution testing and abatement is acknowledged. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict

aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-414
Christopher Hamilton

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- | | |
|--|----|
| • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| • Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| • It's too much noise. More Flights= More noise. | 5 |
| • Sea level rise threatens shoreline development. | 6 |
| • Labor rights are at stake. | 7 |
| • Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| • We have alternatives. Invest in Rail. | 9 |
| • We have alternatives like remote business and conferencing. | |
| • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-414

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged

Commenter P-415**Jon Hamilton**

During times of reverse flow where planes will be arriving into OAK on the South field from Treasure island and departing towards San Jose there is an increase in demand for the South field. The regional jets that normally would land on the North field during normal conditions now nominally would land along with the larger jets on the South field in reverse flow situations. However during busy periods of reverse flow landings the regional jets are often now diverted in a side step procedure to land on the North field and thus transit over the homes of Bay Farm Island (BFI). As the number of larger jets grows this will crowd out the regional jets from the South field reverse flow landings and force even more of the regional jets and also likely some of the larger 737 sized aircraft to now also land on the North field transiting over the homes of the 15,000 residents of BFI.

No study of how large this impact of BFI overflights during reverse flow would become was included in the DEIR. It should be noted also that it is exactly during these weather conditions that force a reverse flow flight pattern that also directs the strong smell of jet fuel over the homes of BFI which further exacerbates the concern of BFI residents.

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Response to Commenter P-415

1. For a discussion of aircraft noise, see Global Response D: Noise.
2. The commenter's statement regarding reverse flow flight patterns directing strong jet fuel smells over Bay Farm is acknowledged.

Commenter P-416**Jon Hamilton**

The DEIR 65 DNL/CNEL curve is a calculation which in the case of the report assumes only departures. Further the types of aircraft used in the analysis for the future estimates are not fully disclosed. The calculation leaves out the following: (1) Reverse flow operational departures and arrivals on the South field (2) North field aircraft departures both excused and non-excused (3) Reverse flow arrivals of aircraft on the North field where arrivals fly over BFI homes (4) Normal operation arrival jet noise on both the N field and South field due to reverse thruster (5) The nearly daily - day long touch and go operations at the North field which has aircraft from all over the Bay Area circling to obtain their licenses (6) Helicopter noise (7) Military aircraft operations in and out of OAK (8) AND VERY IMPORTANT the overflights of SFO departures which traverse over OAK in ever finely defined paths due to the implementation of NextGen.

All of these aircraft noise sources need to be taken in summation when forecasting by calculation the noise impact to the community of Alameda. In the DEIR as it stands this is not the case and the calculation is not valid.

Response to Commenter P-416

1. For a discussion of aircraft noise, see Global Response D: Noise.

Commenter P-417**Jon Hamilton**

Dear Ms. Liang,

The DEIR does not contain credible baseline data (noise, air pollution, light pollution, and traffic congestion) gathered from within the boundaries of Bayfarm or the main island of Alameda, over which there will be overflights from planes taking off and landing from the North Field, and additional traffic impact from relocating and expanding parking and other terminal facilities onto and around the Ron Cowan corridor.

As such, any analysis and projection of impact to the health and safety of Alamedans is entirely without credibility as well. The Port of Oakland should delay the comment period for the DEIR another 18 months in order to install noise, air quality, light pollution and traffic congestion monitors which can scientifically collect such data for a 12 month period of time.

Given that the flight paths over Bayfarm and the main island from the North Field will fly over the San Leandro Slough, a careful monitoring of the flight patterns of so many large migratory birds that visit this area and the wildlife reserves therein would also be prudent. A single bird strike by a plane lifting off or landing near the Bayfarm bridge would be catastrophic.

Such data can be analyzed and projections made, the summary of which can be used to revise the Port's DEIR, and to go through another comment period.

Response to Commenter P-417

1. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.
2. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. See response to Comment #2 of this letter. Refer to Global Response J: Addition of New Information for a discussion on CEQA Guidelines as they pertain to recirculation.

Commenter P-418**Linda Hammond**

There are other ways to boost Oakland economics ... invest in schools and the arts and engaging youth in building a community

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-418

1. The commenter's statement regarding ways to boost Oakland's economics is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-419

Linda Hammond

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-419

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-420
Audrey Hane

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-420

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-421**Erin Hanelt**

OAK is surrounded by residential neighborhoods that will be negatively impacted by this. We already have 3 airports within easy distance. Please keep OAK small

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|--|----|
| 21. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| 22. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| 23. Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| 24. It's too much noise. More Flights= More noise. | 5 |
| 25. Sea level rise threatens shoreline development. | 6 |
| 26. Labor rights are at stake. | 7 |
| 27. Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| 28. We have alternatives. Invest in Rail. | 9 |
| 29. We have alternatives like remote business and conferencing. | 10 |
| 30. We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-421

1. The commenter’s statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-422**Eva Hansson**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-422

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-423
Zhidong and Jiachun Hao

Dear Sir/Madam,

We live at 109 Keil Bay, Alameda, CA 94502. I am writing to offer some comment on the DEIR of the Oakland Airport expansion project.

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I read it some time ago and found that it is full of technical terms but it doesn't address the most important issues we are concerned about.

For example, it doesn't mention how much more noise the expansion of boarding gates and the increase of both passenger and cargo flights will create.

Right now we are already suffering from frequent noise created by airplanes flying overhead especially at night. This is a problem for us senior citizens when we often have problems sleeping at night and have to endure airplane noise even between 12am and 7am!

The noise pollution is already taking a toll on our health. We cannot afford to move to other places, so we are pleading that you not increase air traffic. Rather we are requesting that you decrease it.

Response to Commenter P-423

1. The commenter's statement regarding noise is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise.

Commenter P-424

K Hare

I already get woken up in the middle of the night by the noisy jets and planes I can't even imagine how much worse it will be

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2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-424

1. The commenter's statement regarding noise jets is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-425**Carol Harley**

I am very much against the expansion plans.

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There is already way too high a toll on the people and environment around the existing airport! And you must look to the long view: climate related concerns mean that fewer people will be flying.

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Response to Commenter P-425

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding the existing toll on the people and environment around the Airport is acknowledged.
3. The commenter's statement regarding fewer people flying is acknowledged.

Commenter P-426**Susan Harman**

No airport expansion. We should all stop flying!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-426

1. The commenter’s opposition to the Proposed Project is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-427**Janet Harmon**

It's neveracking already with the many jets flying over our house very low in the early mornings and late at night. Too many constantly everyday! It's air polution, and home owners shouldn't have to deal with it after investing in a home for raising a family in a decently quiet neighborhood. It's NOT FAIR healthwise either!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

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- We need to shift towards climate-just transportation.

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Response to Commenter P-427

1. The commenter's statement regarding morning and nighttime flights over their home is acknowledged.
2. The commenter's statement regarding air pollution is acknowledged.
3. The commenter's statement regarding fairness for health is acknowledged.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
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13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-428**Le Harper**

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the
 proposed expansion of Oakland Airport. This project will greatly impact residents and
 schools in its vicinity. With an increase of departing flights and increased usage of the North
 Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would
 mean louder, more frequent noise disturbances and jet fuel released directly over Alameda
 residents and schools. Neighborhoods closest to the South Field runway already experience
 an average sound level greater than the FAA regulated 65dB from aircrafts departing from
 Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect
 impacts like decreased property values, environmental/wildlife concerns, and increased
 vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in
 residential areas, various studies indicate that impacts of aviation emissions remain under
 examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,
 particles, and ultra particles in a residential area in Boston, MA, concentration of all gases
 and pollutants at the residential area greatly exceeded those measured at regulatory
 monitored sites. Another systematic review of the impact of commercial aircraft activity
 identified dangerous and adverse health impacts, including increased rates of premature
 death, preterm births, decreased lung function, oxidative DNA damage and childhood
 leukemia. These results show the pressing need to understand the direct impact of air
 pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of
 Oakland and the City of Alameda conduct technical, localized studies that are independently
 verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments
 from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases
 and pollutants need to be measured and examined. This is entirely missing in the
 current DEIR and would allow for more accurate estimated noise and air pollution impacts
 on the residents most impacted by this expansion. I request that the Port of Oakland
 explores ALL other potential options to mitigate noise and air pollution impacts (require all
 commercial jets to use the North Field runway, change existing flight patterns, etc.). I also
 request the City of Alameda take a stronger stance in opposition to the expansion. The
 current response is disappointingly neutral and lacks the strong dissent of their citizens.
 Please extend the October 16 deadline until proper due diligence has been done and these
 air and noise pollution concerns have been addressed to mitigate immediate and long-term
 health risks.

Response to Commenter P-428

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-429

Le Harper

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-429

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-430

Jen Hart

The Oakland airport is of sufficient size with no need to expand. Doing so would jeopardize the local community and our environment. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4

3. Aviation is hard to decarbonize and biofuels are not the answer. 5

4. It's too much noise. More Flights= More noise. 6

5. Sea level rise threatens shoreline development. 7

6. Labor rights are at stake. 8

7. Inequity: flying is an elite privilege with high costs for everyone else. 9

8. We have alternatives. Invest in Rail. 10

9. We have alternatives like remote business and conferencing. 10

10. We need to shift towards climate-just transportation. 11

Response to Commenter P-430

1. The commenter's statement regarding the sufficiency of OAK's size, the local community, and the environment is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-431

Ryan Hart

open an airport by walnut creek	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9

8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-431

1. The commenter's statement regarding opening another airport by Walnut Creek is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-432**Mary Ellen Harte**

As a person of faith and conscience, I oppose the proposed expansion of OAK. It would harm our community and our climate, disproportionately impacting the most vulnerable including lower income people and those with asthma or other respiratory disease.

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California High Speed Rail and Brightline West will serve many of the airport destinations via high-speed rail. When these systems are complete, approximately 46% of the airport flights can be replaced by high-speed rail! Oakland and Port leadership need to be finding ways to cut carbon pollution, not locking in decades more of it.

3

Response to Commenter P-432

1. The commenter's opposition to the Proposed Project is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. The commenter's statement regarding the high speed rail is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-433**Mary Ellen Harte**

we should encourage cleaner ways of travel, that involve less noise and air pollution than airport travel ..

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

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<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. 	10
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-433

1. The commenter's statement regarding encouraging cleaner ways to travel is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-434**Ann Harvey**

Now that impacts of climate disruption are apparent around the world every day, the Port of Oakland should abandon plans to add airport gates. We MUST drastically decrease air travel, an outsized contributor to global warming, as well as a significant source of health-harming ultrafine particle pollution.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-434

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding decreasing air travel is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-435

Ann Harvey

A couple days ago the executive director of the Port of Oakland, Danny Wong, was in Hayward testifying in the trial between the would be developers of a coal export terminal and the City of Oakland.. I thank the Port of Oakland for rejecting unanimously by its commissioners a decade ago the pursuit of a coal export terminal by this same Utah coal company.. I'm distressed that now the Port is planning this airport expansion.. Just like a coal terminal it would enable a sizeable increase in Oakland's and the whole Bay Area's greenhouse gas emissions and our contribution to the climate breakdown and it would increase air and noise pollution in the environmental justice community in East Oakland.

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

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

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Response to Commenter P-435

1. The commenter's statement regarding the trial between prospective coal export developers and the City of Oakland is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. The commenter's statement regarding noise increase is acknowledged. The commenter's statement regarding changing behaviors to cut greenhouse gas emissions is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
4. The commenter's statement regarding international flight emissions is acknowledged.

Commenter P-436

Ann Harvey

Now that impacts of climate disruption are apparent around the world every day, the Port of Oakland should abandon plans to add airport gates. We MUST drastically decrease air travel, an outsized contributor to global warming, as well as a significant source of health-harming ultrafine particle pollution. We are in a climate emergency. Air travel must decrease drastically. This proposed major airport expansion would have the opposite, extremely harmful effect.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-436

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding decreasing air travel is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-437
William Hastings

My family and I live near the airport, and I don't want us to suffer from additional air and noise pollution. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-437

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
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7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
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11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-438
William Hastings

My family and I live near the airport, and I don't want us to suffer from additional air and noise pollution. So many children live near OAK, including my daughter. Please reconsider this expansion to protect the children's health from the increased air pollution that more flights would bring.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-438

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

The commenter's opposition to the Proposed Project is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-439

Paul Hauser

Don't you get it? WE ARE IN A CLIMATE EMERGENCY and we need to cut greenhouse gas emissions drastically. Residents of Alameda island are already experiencing the effects of sea-level rise and IT DOESN'T MAKE SENSE FOR THE PORT OF OAKLAND TO CONTRIBUTE TO THE PROBLEM.

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Response to Commenter P-439

1. The commenter's statement regarding a climate emergency is acknowledged. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-440

William Hauser

There is an additional safety factor in increasing the number of flights taking off at Oakland Airport. When the main runway is closed for maintenance or other issues the aircraft land and takeoff on the adjacent (private aircraft) IOR runway. Your proposed additional aircraft would fly directly over my townhome when the main runway is closed and some of those

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additional aircraft fly so low that, I would be unable to carry on a phone conversation or listen to my TV due to their noise level. My young grandchildren and animals are going to be even more frightened and attempt to hide. The smell of aviation gas lingers after a commercial jet passes overhead. At times aircraft arriving late at night on the alternate runway have awakened us from a sound sleep. So, no we don't want additional aircraft flying over our home putting us at possible risk. Avoid a potential disaster. Do not expand the airport facilities. Safety should be your number priority.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-440

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding the smell of aviation gas and being awakened by flights is acknowledged.
3. The commenter's opposition to the Proposed Project is acknowledged. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.

4. The Port is obliged to maintain safe operating conditions for the airport. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-441**William Hauser**

There is an additional safety factor in increasing the number of flights taking off at Oakland Airport. When the main runway is closed for maintenance or other issues the aircraft land and takeoff on the adjacent (private aircraft) 1OR runway. Your proposed additional aircraft would fly directly over my townhome when the main runway is closed and some of those additional aircraft fly so low that, I would be unable to carry on a phone conversation or listen to my TV due to their noise level. My young grandchildren and animals are going to be even more frightened and attempt to hide. The smell of aviation gas lingers after a commercial jet passes overhead. At times aircraft arriving late at night on the alternate runway have awakened us from a sound sleep. So, no we don't want additional aircraft flying over our home putting us at possible risk. Avoid a potential disaster. Do not expand the airport facilities. Safety should be your number priority. More flights mean more potential for a mishap. The last thing I want is to see/hear more aircraft over my home. This occupies not to infrequently when the main runway is closed and the civilian runway is used. I already notice the amount of black oily particles on my windowsills.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

13. Aviation is hard to decarbonize and biofuels are not the answer.

14. It's too much noise. More Flights= More noise.

15. Sea level rise threatens shoreline development.

16. Labor rights are at stake.

17. Inequity: flying is an elite privilege with high costs for everyone else.

18. We have alternatives. Invest in Rail.

19. We have alternatives like remote business and conferencing.

20. We need to shift towards climate-just transportation.

Response to Commenter P-441

- The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is

forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement regarding the smell of aviation gas and being awakened by flights is acknowledged.
3. The commenter's opposition to the Proposed Project is acknowledged. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
4. The Port is obliged to maintain safe operating conditions for the airport. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. The commenter's statement regarding seeing and hearing aircraft and oil particles on their windowsill is acknowledged.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-442

Nancy Havassy

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-442

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-443**Tamara Haw**

I've lived in Oakland most of my life. The quality of the air has been very important to me because I have asthma at times. Don't sacrifice our health for more planes.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

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- We need to shift towards climate-just transportation.

11

Response to Commenter P-443

1. The commenter's statement regarding air quality is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-444**Virginia Hayes**

Our health , family lives, home lives will affected more traffic	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-444

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-445

Tracy Hazelton

With this expansion the additional chemicals from the jet fuel is very concerning. More pollution, noise and overall reduction in quality of life for us in Alameda should be considered.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-445

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-446**Alexandra Hein**

I don't want them using the north runway. That would impact noise dramatically in all of Alameda. There is no reason to increase airport size as all airlines pull out of oak except short haul and I don't think they need the additional runway for that

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-446

1. The commenter's statement regarding the use of the north runway is acknowledged. The commenter's statement regarding the airport size is also acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-447**Flemming Hein**

Air pollution and noise from the current operation is already untenable . Expand in areas that do not impact residential areas

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-447

1. The commenter's statement regarding air pollution and noise is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-448**Eliot Helman**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-448

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-449
Jana Henderson

To the Attention of the Port of Oakland and City of Alameda,
I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases,

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particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-449

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The increase in the number of aircraft operations would occur whether or not the Proposed Project is implemented. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential

and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-450

Tewfik Henein

We just moved to Marina Fare in April. Although I knew the property is in an Airport zone, I had no idea that we would be inhaling Jet Fumes everyday. I watch planes spooling their engines waiting for another plane to land. I'm hoping there will be creative ways to spare the resident from these harmful particulates. We need:

- Alternative fuels
- Particulate capture
- Efficient engines
- Push back when ready to take off

- Less planes / not more.

Thank you.

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Response to Commenter P-450

1. The commenter's statement regarding inhaling jet fumes is acknowledged. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-451**Susan Herting**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-451

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-452**Elyn Hibdon**

The bay shorelines provide habitat and should be preserved.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-452

1. The commenter's statement regarding preserving habitat is acknowledged. See **Section 3.4** of the EIR for a discussion of biological resources.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-453**Elyn Hibdon**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-453

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-454
Susan Higbee

Environmental damage to wetlands, increased air pollution! Damaging noise pollution! Dangerous increase in traffic on two support roads (Doolittle and Harbor Bay Pkwy, unnecessary demolishing existing building (improve thru renovation), unsupported claims of increased demand while CA and Bay Area are declining in population, increased risk of catastrophic accident involving many schools in the flight path. Sea level rise endangers existing airport? why increase the risks? Don't do it.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-454

1. See **Sections 3.3, 3.4, 3.11, and 3.13** of the EIR for discussions of air quality, biological resources, noise, and transportation, respectively, as they relate to the Proposed Project.

As stated in **Section 4.4.2**, the Terminal 1 ticketing and baggage claim building (M101) would require major retrofitting to meet current seismic and fire code standards if it is to be occupied. Simply upgrading Terminal 1 to meet current codes

would be inadequate to meet Factor 1 Screening criteria. The shallow depth of the Terminal 1 ticketing and baggage claim building (M101) does not accommodate modern passenger and airline processing areas, including airline check-in operations and in-line baggage screening system required to meet TSA standards. The option of expanding Terminal 1 toward the airside to achieve these minimum requirements of current functions would be restricted by site conditions, such as grade differences, airside operations, and other existing support facilities and operations. The option of expanding Terminal 1 toward the roadways would negatively affect roadway operations and would effectively block the visibility of the historic roofline that this option endeavors to retain. Because a retrofit and expansion cannot be accomplished in a manner that would both support operations and maintain its attributes as a historic resource, this alternative would not avoid a significant impact to historic resources. There would be an adverse effect on the level of service provided to the traveling public and to operational functionality (Factor 2 Screening criteria).

For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-455

Blake Hihara

This terminal expansion harms local and global communities. By expanding the airport, more aviation emissions will be baked in. Let us not be Icarus and fly too close to the sun, for our sake and for nature's.

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Response to Commenter P-455

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.

Commenter P-456

Irene Hilgers

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

- Aviation is hard to decarbonize and biofuels are not the answer.

4

- It's too much noise. More Flights= More noise.

5

- Sea level rise threatens shoreline development.

6

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-456

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-457**Susan Hillyard**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-457

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-458**Howard Hintermeister**

Main concern is reducing jet traffic on the North Field. I will not support Airport Expansion without increased noise reduction efforts and reduction of jet departures over Harbor Bay. (Alameda)

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Response to Commenter P-458

1. The commenter's statement regarding jet traffic on North Field is acknowledged. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-459**Howard Hintermeister**

One of my concerns with the expansion is with the airport's and FAA's willingness to support the existing agreement regarding jet departures from the North Field. We cannot allow increased non-compliant jet departures over the residential neighborhoods of Alameda.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-459

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-460**Carol Hirth**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-460

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-461

Jim Hite

We have already lost a most of the bay infrastructure, losing more wetland area to expand the OAK is a poor choice for our future. Put the airport where it makes sense and develop high speed rail into the bay area (ala Narita /Tokyo). Think about your great grandchildren. Think about what they'll think; destroying more wetlands to build an airport where it shouldn't be in the first place.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

3

4

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• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-461

1. The commenter's opposition to the Proposed Project is acknowledged. With respect to other travel alternatives, such as high speed rail, the Port does not have the authority to require air travelers to use other modes of transportation. See **Section 3.4** of the EIR for a discussion on biological resources, including wetlands.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-462

Christine Hoex

I have flown out of Oakland airport a few times: I found it easy to navigate and not overwhelming large. This was fine with me.

1

It is my understanding that in light of the devastating effects of the climate crisis air travel needs to be curtailed. The climate is changing now, and air travel will become more dangerous and expensive.

2

Expansion of the Oakland airport is not a good investment! It's a lose-lose situation. If people continue to embrace and increase their air travel it will spell doom for the planet and all short term financial gain will be unappreciated in a collapsed weather ravaged economy. If people greatly reduce their air travel (which they should) then an expanded air port is a poor investment. Please do not expand or increase the capacity of the Oakland Airport.

3

Response to Commenter P-462

1. The commenter's statement regarding their experience flying out of OAK is acknowledged.
2. The commenter's statement regarding the climate crisis and curtailment of air travel is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-463

Christine Hoex

Please, we need to stop expanding our Fossil fuel infrastructure. That includes air travel. The culture will change one way or another. Either because we choose a less energy intense way of life, or because the collapse of natural systems no longer support life as we know it. It is past time to take this seriously. Capitalism, fun and games has to stop. Myself and many other Activists restrict their flying because of its pollution. There is no capitalist gain from this expansion that compensates for the destructive pollution of the air travel expansion. The time to restrict all airport expansion is now! We have to really change our way of looking at the world. More, Bigger, Faster, is not better. Scaling back our consumption of just about everything must be part of any strategy to save the planet's biosphere for future generations.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| 4. It's too much noise. More Flights= More noise. | 5 |
| 5. Sea level rise threatens shoreline development. | 6 |
| 6. Labor rights are at stake. | 7 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| 8. We have alternatives. Invest in Rail. | 9 |
| 9. We have alternatives like remote business and conferencing. | 10 |
| 10. We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-463

1. The commenter’s statement regarding fossil fuel infrastructure and opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-464
Christine Hoex

Please, we need to stop expanding our Fossil fuel infrastructure. That includes air travel. The culture will change one way or another. Either because we choose a less energy intense way of life, or because the collapse of natural systems no longer support life as we know it. We have to really change our way of looking at the world. More, Bigger, Faster, is not better. Scaling back our consumption of just about everything must be part of any strategy to save the planet's biosphere for future generations.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

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- We need to shift towards climate-just transportation.

11

Response to Commenter P-464

1. The commenter's statement regarding stopping fossil fuel infrastructure and opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-465**Naomi Hoffer**

There are already few minutes during the day where we can hear the birds chirping in our beautiful little town of Alameda. I work from home and treasure the times when I have some quiet in the air traffic.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-465

1. The commenter's statement regarding hearing birds chirp and treasuring quiet is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-466**John Holme**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-466

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-467
Sylvia Holmes**

expansion is short sighted.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-467

1. The commenter’s statement regarding the Proposed Project being short-sighted is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-468
hopesalzer

I strongly oppose the expansion of OAK's capacity for unacceptable and unfettered levels of noise pollution and for exacerbating the global climate crisis. It is financially and morally irresponsible to expand carbon-emission-intensive and difficult-to-decarbonize industries rather than expanding high-speed rail electrification and public transit facilities and services.

1

2

Response to Commenter P-468

1. The commenter's statement regarding opposition to the Proposed Project is acknowledged.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-469
Elizabeth Hopkins-Kurz

People who live around the airport deserve to have their health taken into consideration. Please protect them from further pollution exposure and illness.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

3

4

5

• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-469

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-470

Natasha Hopkinson

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-470

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-471

Martin Horwitz

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-471

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-472**Mika Hosler**

Climate change is becoming climate catastrophe, and every increase in fuel usage has dire consequences. I want the earth to be inhabitable for the generations of humans and animals and plants after me. Prioritizing the convenience of flying over the future of life on this planet is not conscienable. These funds should be used instead to fund climate-friendly public transport like light rails, trams, or busses that benefit people of a wide range of income levels.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-472

1. The commenter's statement regarding climate change and fuel usage is acknowledged.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-473

Sherrie Howell

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-473

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-474**Nancy Hu**

Please don't expand the Oakland airport. Airplanes emit so much pollution which is detrimental to surrounding communities, as well as harmful because of the emissions they release contributing to our climate crisis. The wildfires in Maui and the floods and storms in Florida are exacerbated by the warming planet and we need to stop our fossil fuels use. If we need to expand and increase transportation access, let us do it by high speed rail and not by flying.

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Response to Commenter P-474

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding airplane emissions and the climate crisis is acknowledged.
3. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-475**Nancy Hu**

I'm a mother who fears for my children's warming world. I'm also a health care professional already seeing the effects of climate on my patients' health.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-475

1. The commenter's statement regarding being a mother and a health care professional seeing the effects of climate change is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-476**Nancy Hua**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-476

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-477
Roger Huang

I understand the need to expand the airport to service the wider community, but jets flying from the north field are a safety and noise hazard. Please do not allow jets to take off from the north field.

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Response to Commenter P-477

1. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration. **Sections 3.11** of the EIR discuss noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-478
Judy Huey

The airplane noise right now is bad. Expansion will only make it worse.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-478

1. The commenter's statement regarding airplane noise is acknowledged.

Section 3.11 of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-479**Gary Hughes**

I work as the "Americas" program coordinator with the organization "Biofield Watch" and we're a member of the "Stop OAK Expansion," and the first thing I want to say is my appreciation for the fact that the deadline of providing written comment has been extended.. It helps me a lot.. I'm just now getting up to speed on some of the

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documentation and all but I wanted to raise a point right away that falls strictly within the work that we do about addressing the industrial bio-energy sector is I found that the reference to sustainable aviation fuel to be a little bit disturbing because my cursory review of the DEIR is that there's no environmental review within the DEIR addressing sustainable aviation fuel.. So you can't really have it both ways where you wash your hands of the greenhouse gas emissions from increased aviation and then suggest that there's some sort of solution for it.

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So in your public messaging and in your future efforts on these types of public hearings I would suggest that you drop all reference to sustainable aviation fuel because it's totally outside of the scope of the DEIR.. But what is interesting is that a judge just ruled in Martinez that the environmental review under CEQA of the Phillips 66 refinery conversion to liquid bio-fuels was totally flawed and inadequate and it was decertified.. The judge unfortunately didn't provide any sort of injunction but it's a signal of the fact that the community has been weighing in strongly on the harms arising from liquid bio-fuels and our voices have been ignored and it took litigation to ensure that it was heard.

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

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Response to Commenter P-479

1. The commenter's statement regarding appreciation for the comment deadline extension is acknowledged.
2. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
3. The commenter's statement regarding referencing sustainable aviation fuel is acknowledged. See also Global Response H: Alternative Fuels.
4. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Commenter P-480**Gary G Hughes**

It is an imperative that the full climate impacts of aviation be adequately considered before moving forward with an investment for expansion at Oakland Airport. It is time to reframe our transportation habits, and at this critical juncture the Port of Oakland has the opportunity to be a world leader and rein in the projected growth in the aviation sector.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-480

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. The commenter's statement regarding reframing transportation habits is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-481
Stephen Hughson**

Too much pollution

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Fragile wetlands	2
Too much noise in nearby neighborhoods.	3
Need to be moving toward alternative transportation	4
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	5
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	6
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	7
• Aviation is hard to decarbonize and biofuels are not the answer.	8
• It's too much noise. More Flights= More noise.	9
• Sea level rise threatens shoreline development.	10
• Labor rights are at stake.	11
• Inequity: flying is an elite privilege with high costs for everyone else.	12
• We have alternatives. Invest in Rail.	13
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	14

Response to Commenter P-481

1. The commenter's statement regarding pollution is acknowledged. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of the Proposed Project.
2. **Section 3.4 and Section 3.9** of the EIR discuss biological resources and hydrology and water quality, respectively. No significant impacts would occur as a result of the Proposed Project.
3. The commenter's statement regarding noise in nearby neighborhoods is acknowledged. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the Proposed Project.
4. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-482
Stephen Hughson

Too much pollution Fragile wetlands Too much noise in nearby neighborhoods. moving toward alternative transportation	1	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3	
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4	
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5	
3. Aviation is hard to decarbonize and biofuels are not the answer.	6	
4. It's too much noise. More Flights= More noise.	7	

5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-482

1. The commenter's statement regarding pollution is acknowledged. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of the Proposed Project. **Section 3.4 and Section 3.9** of the EIR discuss biological resources and hydrology and water quality, respectively. No significant impacts would occur as a result of the Proposed Project. The commenter's statement regarding noise in nearby neighborhoods is acknowledged. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the Proposed Project.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-483**Grace Huntley**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-483

13. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
14. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
15. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

16. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
17. For a discussion of aircraft noise, see Global Response D: Noise.
18. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
19. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
20. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
21. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
22. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-484

Janet Huston

Oakland is already awash with problems. OAK expansion will only divert resources away from more important issues. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4

3. Aviation is hard to decarbonize and biofuels are not the answer. 5

4. It's too much noise. More Flights= More noise. 6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-484

1. The commenter's concern regarding Oakland's resources and issues is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-485

Janet Huston

We do not need more noise, traffic or pollution that OAK expansion will create. Oakland is a neighborhood first not a through way. Stop using job creation as an incentive. The tradeoffs are not worth ruining the Oakland environment and all surrounding cities.	1
	2

Response to Commenter P-485

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding job creation is acknowledged. **Section 2.5** of the EIR discusses project objectives and Airport needs.

Commenter P-486

Kathryn Hyde

Please save our bay and do not expand the Oakland Airport!	1
	2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
	4

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-486

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-487**Andra Iacov**

I live in Harbor Bay and often airplanes go over our homes, it is very noisy and it has an impact on the quality of the air we breath every day. An expansion of the OAK airport would further impact the health and wellbeing of our community.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	11
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	12

Response to Commenter P-487

1. The commenter's statement regarding noise and air quality in Harbor Bay is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-488

Brian Ibarra

I live in Columbia Gardens (Zip Code: 94603) and don't want my family and neighbors to have to deal with an increase in air pollution despite already living right next to a freeway. Not only will the expansion increase air pollution but will also simply make it harder to sleep at night because of all the new airplanes that will be flying in. Please stop the expansion.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

5

• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-488

1. The commenter’s statement regarding air pollution is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-489

Christina Ingoldsby

I am very, very against the Oakland Airport expansion. As a customer and a neighbor living in the Oakland hills, I and my family find ourselves now living under two flight paths going right over our home from 7:00a.m. to 11:00p.m. Each and every day!! It is terrible for us. And the thing is-we KNOW it doesn't have to be this way! We have lived in this home for nearly 20 years and this was never the flight path until 2-3 years ago. So, increasing the gates and the flights without finding a MUCH smarter and more equitable way of dealing with the noise, I/we will be against this all the way. Please note and remember: The noise factor for us in the Hills was not always this way and does not have to be this way!

1	2
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Response to Commenter P-489

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding noise is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-490**Christina Ingoldsby**

There is way, way too much flight noise here in the Oakland Hills! We have lived in our home for 18 years and we KNOW it doesn't have to be this way! Up until the last few years, we didn't have a flight noise problem at all. Now we we have two very active flight paths right over our home! The flights are held or re-directed from 11:00pm to 7:00am- but what about the rest of the time- our waking hours! This is a bad and sad situation, and the important thing is: we KNOW that it doesn't have to be this way. Please help us. Thank you, Christina Ingoldsby

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-490

1. The commenter's statement regarding noise is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-491**Michelle Ingram**

I'm a resident of Alameda.. I live in Bay Farm.. To get an idea of where I live when you watch the Blue Angles go over they come right over my house.. I don't call in complaints about the Blue Angels but I spend a lot of time calling in to different flights on the – that come out of the North Field.. My concern is as the traffic on the main runway increases from the 16 gates that the voluntary noise abatement program on the North Field will not be abided by.. I've observed over the years that during big sports events a lot of the corporate jets will fly out of the North Field with no regard for the noise that they create in Bay Farm Island and Harbor Bay.

I worked for several years as a CLASS member.. CLASS was the citizen's group that represents Harbor Bay and Bay Farm and I've just been real disturbed by the commercial aircraft that occasionally come over the North Field.. It feels like we're having an earthquake.. I'm concerned that with the increase -- basically I'm concerned that with this increase in traffic that the situations that we've had to deal with the noise will just continue to increase.. Thank you.

Response to Commenter P-491

1. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Commenter P-492**Michelle Ingram**

Concern about over abuse of jets flying out of North Field

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-492

1. The commenter’s statement regarding jets flying out of North Field is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-493

Tom Ireland

I've lived here for two years and never imagined the airport could be so inconsiderate of residents. Flights using the north field should be illegal, the dirty and debris put out by the planes is overwhelming, Departures cause our house to vibrate enough to wake us and our baby up each and every day. Complaints have been submitted for years but never get a response. Horrible attitude all around. Many residents are looking to leave the area already due to remote work and the bay area is failing because of it - an expansion will cause even more people to leave and render an expansion redundant. Spent the money on cleaning up oakland and SF (crime, trash, homelessness etc) because nobody wants to visit as it is.

1

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Response to Commenter P-493

1. The commenter's statement regarding noise and the use of North Field is acknowledged.
2. The commenter's statement regarding Oakland residents and resource allocation is acknowledged.

Commenter P-494

David Ivy

I can barely handle the jet exhaust and fumes as it is.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-494

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-495

Michelle J

Invest in transportation solutions that are much cleaner instead. We need to attack our ongoing terminal ecosystem collapse at every level if we are to survive.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-495

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-496
Jordan Jackson

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-496

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-497**Steve Jackson**

- | | |
|---|----|
| This is detrimental to the Bay Area Community -- causing increased air and noise pollution and increasing green house gases -- at a time when we should be cutting back on greenhouse gases. There are better alternatives. | 1 |
| Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: | 2 |
| <ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 3 |
| <ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 4 |
| <ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. | 5 |
| <ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. | 6 |
| <ul style="list-style-type: none"> • Sea level rise threatens shoreline development. | 7 |
| <ul style="list-style-type: none"> • Labor rights are at stake. | 8 |
| <ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. | 9 |
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. | 10 |
| <ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. | 11 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 12 |

Response to Commenter P-497

1. The commenter's statement regarding air pollution, noise pollution, and greenhouse gas is acknowledged.
2. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives and **Chapter 4** of the EIR.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-498

Sean Jalleh

It's going to add to noise and air pollution!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-498

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-499

Robert Jarman

It is too noisy now. Expansion will make it worse.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-499

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-500

Jenn

No

1

Response to Commenter P-500

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-501

Eric Jennings

We MUST do more to mitigate climate change! We are in an environmental crisis, and this is the opposite of what we need to be doing.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-501

1. The commenter’s statement regarding climate change is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-502**Elizabeth Jensen**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-502

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-503

Richard Jepsen

Where might I find the business case for this expansion and modernization? There have been two conflicting narratives:

1. This is needed to meet increasing demand
2. We need to rebrand OAK because it isn't well known in the community.

It seems that there is some intrinsic motivation to do this: community service? FAA requirement? Needed revenue for the Port?

Also, if you are anticipating 30K plane departures/arrivals by 2030 how will that affect the periods that flights happen and the frequency of use of the two runways?

Thank you. I asked these questions orally, but they weren't answered immediately, so I'm ensuring that you have the chance to answer.

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Response to Commenter P-503

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The Proposed Project would not result in an increase in aviation activity. In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

2. See response to Comment #1 of this letter. For a discussion regarding flight procedures, see Global Response B: Flight Paths and Procedures.
3. The commenter's statement regarding methods of commenting are acknowledged. Responses to comments are provided in **Appendix P**.

Commenter P-504

Richard Jepsen

Where can I see the business case for the expansion and modernization? I know this is community impact meeting, but I'm confused by the two apparent messages.. One that expansion is needed to meet the demand and the other is that the Port's considering a rebrand because OAK doesn't seem to be efficiently well known.

1 2

How much of this is response to FAA regulatory stuff and how much of it is finance-based and how much mission-based?

3

Response to Commenter P-504

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain

authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

2. The Proposed Project would not result in an increase in aviation activity. In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. Of the four objectives identified by the Port to meet the current and future needs of the Airport (see **Chapter 2** of the EIR), three of the objectives are associated with meeting market demand that are defined in a forecast that was approved by the Federal Aviation Administration (FAA). See also Global Response A: Aviation Forecast. The fourth objective is to modernize existing terminal facilities to optimize safety and security for passengers and workers.

Commenter P-505

Richard Jepsen

I understand the priorities that the Port has. The idea that new aircraft noise over the homes of Bay Farm will be limited is false on its face. We moved here despite the constant refrain of commercial jets from the southwestern most runway. That all commercial flights will remain on that runway with 17 new gates is laughable. There will be a wave of direct overflights of commercial jets that will make Bay Farm unlivable and destroy homeowner value. This must be stopped or dramatically scaled down to ensure our lives, the ability to live, sleep in some peace and maintain our hard won home value aren't ruined. In addition, while I personally have only been able to cut back on air travel, not eliminated it, I do agree with Sierra Clubs 10 point message in this position and we must get there ASAP.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-505

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding cutting back air travel and the Sierra Club's 10 point message is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-506**Jessica**

The noise as of late from overhead planes has increased significantly. I feel that adding additional gates and runways would be extremely disruptive in day to day activities due to increased noise pollution.

1

Response to Commenter P-506

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-507**Hanley Jew**

Too much noise, traffic and pollution

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-507

1. The commenter's statement regarding noise, traffic, and pollution is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-508**Cj Jiang**

This decision affects whole communities in a negative way for the sake of generating income. This is not what government is supposed to do. Government is supposed to protect us. Please vote like you live here.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-508

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-509**joanbstarr**

Modernization is great, but adding thousands more flights to OAK exposes the airport's neighbors and airport workers to more air pollution, noise, and adds to global warming emissions, which will make California's climate commitments even harder to reach. Every decision we make now is crucial for the future of our planet. [Please reconsider your plans. And please include alternative travel options (such as rail) in your report.]

1

2

Response to Commenter P-509

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-510**Cyndy Johnsen**

We are in a climate emergency and need to drastically reduce emissions, which means fewer, not more flights. Please fully account for the entire carbon footprint of this proposed expansion in your deliberations, and rethink this. [We should invest in greener high speed rail instead.]

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

4

5

6

7

8

9

• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	12
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Response to Commenter P-510

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-511

Cyndy Johnsen

I'm opposed to this expansion. Given our climate emergency, I think there should be a moratorium on expansions that induce more carbon-intensive travel. I think it's imperative that we *reduce* total carbon emissions dramatically, and quickly, and I'd like to see any upgrades achieve significant net reductions.

1

To address existing and future travel demand, I hope we'll see more investment in train service. We can look to Europe as a model. Personally, I've been trying to do my part by flying less and taking the train where possible. It hasn't been as easy as it should and can be. I see lots of room for improvement. I think others will increasingly make different (and greener) travel choices if we invest in better train service across California and to points beyond.

2

Let's align our plans and investments with our climate and health goals, rather than doubling down on noisy and polluting options like air travel.

3

Thank you.

Response to Commenter P-511

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The commenter's statement regarding aligning plans and investment with climate and health goals is acknowledged.

Commenter P-512

Charles Johnson

As a resident of Alameda, I'm very concerned about the proposed expansion of Oakland Airport, particularly an increase in the number of planes taking off and landing from North Field. People live directly under these flight paths, and pilot noise mitigation is voluntary. Increasing the number of flights on North Field is a non-starter for Alameda residents. Find other ways.

1

Response to Commenter P-512

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in

aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-513

Craig Johnson

The climate crisis is urgent and existential. We must NOT exacerbate this problem with more air travel. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-513

1. The commenter's statement regarding the climate crisis is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-514**Michael Johnson**

The area has enough cumulative environmental impacts on air quality and this is another nail in our collective coffin

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-514

1. The commenter's statement regarding air quality impacts is acknowledged. **Sections 3.3** of the EIR discuss air quality. No significant air quality impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-515**Timothy Johnson**

Oakland airport has recommendations for pilots to reduce neighborhood noise, but there are no rules or consequences for not following the recommendations. I would like to see clear rules with consequences put in place before an expansion of the airport is considered.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-515

- For more than 50 years, the Port has made continuous efforts to develop programs at OAK that minimize noise effects on surrounding communities. Long before today's sophisticated noise-monitoring system was installed, Airport management met regularly with aircraft operators, FAA, and community representatives to develop noise abatement procedures.

The Airport continues to meet with these groups today to seek ways to balance noise concerns with OAK's other concerns and priorities, such as environmental issues, consumer and air carrier demands, economic and employment opportunities, and regional transportation needs, while maintaining safety as its top priority. Pilot education is essential to OAK's noise abatement program to minimize noncompliance. Program information is distributed through established aviation publications, through handouts and posters at Airport facilities and through letters to and meetings with pilots.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-516**James Johnston**

Hi. My name is James Johnston and I live in Alameda near South Shore. I request that this airport not proceed with further growth. Do not build 16 new airport gates with the expansion and also do not build a bussing infrastructure to serve additional flights anyway as the so-called underhanded, sneaky, no project alternative project proposes anyway.

1

Instead please add an option to the EIR that considers a gradual mode shift to rail travel as an alternative while placing a cap on air travel to today's levels. Common sense says this would emit the fewest greenhouse gasses and would thus serve Oakland's net zero 2045 goal.

2

I am sick and tired of watching the places I love get destroyed partially due to climate change and aircraft greenhouse gasses contribute to this problem. The EIR pretends the problem does not exist only considering and measuring aircraft greenhouse gas emissions during taxi, leave off and landing completing ignoring the emissions at cruising altitude.

3

Maybe you can't regulate the emissions but you can sure choose not to grow.

Fortunately we have alternatives like rail travel. 90 percent of the flights departing Oakland go to destinations that are served today by Amtrak and 46 percent of them go to destinations that will be served by California high-speed rail and Bright Line West electrically powered by renewable energy and they're building that right now. But the EIR does not mention high-speed rail even once.

4

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

5

Response to Commenter P-516

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase

in air pollutant emissions would occur whether or not the Proposed Project is implemented.

5. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-517

James Johnston

We need to invest in high speed rail instead of airport expansions for the sake of the climate, our health, and the environment. Let's direct the OAK expansion funding towards accelerating the buildup of California High Speed Rail instead, which will serve many of the same destinations that Oakland Airport serves today - enough that the expansion won't be necessary.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-517

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-518**James Johnston**

I am writing to submit a public comment regarding the Oakland Airport Terminal Modernization & Development DEIR.

1

I strongly oppose the proposed project in the DEIR and find that the assumptions that it makes about growth are deeply flawed. A different alternative must be provided that considers a mode shift to rail which caps air travel at today's levels. Rail is a mode of transportation which is COMPLETELY IGNORED by this DEIR. A true "no project" alternative that places a cap on growth of air travel cannot be found in this DEIR. Furthermore, the apparently pre-ordained airport expansion proposal will directly lead to growth in air travel, which in turn

leads to growth in greenhouse gasses, which in turn directly contributes to the climate crisis.

**** FLAWED GROWTH ASSUMPTIONS ****

The first problem this DEIR makes is that it assumes growth in air travel will be the same no matter whether the preferred option or the “no project” alternative is chosen. This is obviously a flawed assumption that defies common sense. Why WOULDN’T air travel grow even more if an entire new terminal building is constructed?

* There’s a concept known as “induced demand.” Or in other words: “if you build it, they will come.” This project is exhibit A for inducing demand. By building greater numbers of terminal gates, it will create a market for accelerating the growth of the airport. Passengers might wish to avoid an airport with overly-congested terminals or bussing to remote hardstands. To contrast, they’re more likely to prefer a shiny new terminal building with perfect gates. Soon, there would be a desire for building even more airport facilities to grow even more. (Undoubtedly, there would again be a flawed DEIR with a “no project” alternative that somehow still assumes identical growth!)

* The “hardstands” alternative is also actually still a GROWTH and EXPANSION project. Appendix D proposes an expansion that involves reconfiguring the existing terminal buildings to bus passengers to remote hardstands in order to accommodate a forecasted increase in air travel.

* The project proposal ignores the possibility that if the proposed new buildings are outgrown, they could in turn also be used in a bussing & remote hardstand configuration for additional capacity above & beyond what the “no project” alternative would have provided.

For example, let’s take a simple, hypothetical small airport with one 5-gate terminal that can accommodate 30 flights per day. A “no project” alternative enables only a limited amount of growth from the existing buildings.

1. The starting capacity is 30 flights per day, as stated.
2. Maybe it grows to 40 flights per day and becomes overly congested. Similar to how a congested freeway discourages further passenger vehicle trips, passenger dissatisfaction prevents further growth of air travel.
3. In order to grow capacity, a bussing system to remote hard stands is configured, similar to what is proposed in the “use hardstands” alternative. Let’s suppose that now the existing 5-gate terminal building can now serve 60 flights per day. This is now the maximum of what the existing terminal building can serve. In reality, passenger dissatisfaction might still lead to lower levels of flights than this.

To contrast, our hypothetical airport could grow far more if it followed a plan similar to the proposed option in the DEIR:

1. The starting capacity is 30 flights per day, as stated, out of the single 5-gate terminal.
2. In order to grow capacity, a new 5-gate terminal building is constructed, so that there are now two 5-gate terminals, for a total of 10 gates. Let’s suppose this can also serve 60 flights per day very comfortably.
3. The travel volume now can increase to 80 flights per day with a similar comfort level seen in #2 in the previous scenario. Clearly, this level of growth isn’t possible without constructing a new terminal building.

2

4. The airport wishes to expand AGAIN. The previous construction of the second terminal building means that the “bussing to remote hardstands” option has not yet been tapped. The airport now chooses to bus passengers to remote hardstands from BOTH terminal buildings, thus enabling service of 120 flights per day – far beyond what would have been possible had the second terminal building not been constructed!

While the exact numbers are hypothetical, and my sense of scale may be a little off here, I believe the general principles still apply to a large airport like Oakland. Common sense suggests building new terminal buildings will increase capacity for a given level of service and further enable even more growth at reduced levels of service.

Thus, in summary, there are several problems here:

- * The “no project” option ignores the concepts of induced demand, and inexplicably assumes that growth will happen all the same. It furthermore ignores the negative environmental impacts of that growth.
- * The “use hardstands” alternative is still a growth option that involves bussing to remote hardstands. The environmental impacts of this bussing project and its growth must also be fully considered.
- * Building a new terminal building means there is still the option of bussing to remote hardstands and/or overcrowding that new terminal in the future, which unlocks even further growth beyond what the “no project” option would enable.
- * There is not a “no air travel growth” option presented in this DEIR. That would be the TRUE “no project” option, but it’s not found in this DEIR at all. Instead, air travel growth is assumed as a given that must be accommodated. This is not actually the case; as far as I know, there is no legal obligation to grow the airport and expand capacity in any way, whether by building a new terminal or by further utilizing the existing terminals, such as setting up busses and remote hardstands or simply overcrowding the terminals that exist.

3

By simply choosing not to add more daily flights, supply & demand will cause prices to increase on existing flights, and more passengers will choose to travel via alternate methods that are more environmentally friendly, such as rail or passenger vehicle. Natural market forces will prioritize passengers and flights where other modes of transport are truly not an option, such as overseas destinations or the most time-urgent travel.

**** THE WORST ENVIRONMENTAL IMPACTS ARE IGNORED ****

4

The second major problem in this DEIR is that it ignores the worst environmental impacts which contribute to the ongoing global climate crisis. Air travel is well known for emissions of large quantities of greenhouse gasses. Instead of considering the impact of these gasses, the DEIR instead focuses on trivial things like having a white roof to reduce the heat island effect, or having more energy-efficient HVAC systems. This is lipstick on a pig and honestly an insult to the public’s intelligence!!! While these things are important, none of it really matters compared to the sheer scale of the direct aircraft engine emissions, which the DEIR doesn’t even attempt to fully quantify. What good is an LED lightbulb when there are millions of gallons of fuel burned by the additional aircraft that will utilize the new terminal? Again, the DEIR defies common sense.

The DEIR only quantifies “aircraft emissions below mixing level”, or in other words: taxi, takeoff, and landing emissions only. So, when the plane is at cruising altitude, does it stop emitting greenhouse gasses? Of course not! The DEIR instead just waves its hands and

doesn't even attempt to quantify this, further stating that they can't do anything about it anyway because FAA. Some ineffective unquantified platitudes about sustainable aviation fuel linking to a press release promising 10% SAF usage in some distant future year is not going to be effective in preventing further damage to the climate. The urgency of our climate crisis demands better. The Port of Oakland needs to take responsibility for their role in it, and actually quantify it.

THE DEIR MUST QUANTIFY AT LEAST A PORTION OF THE IMPACT OF AIRCRAFT EMISSIONS AT CRUISING ALTITUDE AS WELL. For example, emissions from the flights of departing aircraft should be fully counted (with arriving aircraft emissions being attributed to the remote departure airport). We can't simply pretend they don't happen! And as noted in the previous section, **THE IMPACT OF THESE INCREASED GREENHOUSE GASSES MUST BE COMPARED VS A TRUE "NO GROWTH" ALTERNATIVE** (which doesn't currently exist in the DEIR).

If the Port of Oakland truly has no authority to mandate true net-zero passenger flights on new or existing flights, **INCLUDING ALL OPERATIONS AT CRUISING ALTITUDE**, then both the Port of Oakland and the City of Oakland needs to take a stand and insist on no further growth in air travel until this situation changes. Any further growth in air travel **MUST** be truly NET ZERO. Mixing in 10% of sustainable aviation fuel is not going to do the job. Only true net zero and renewable options such as 100% electrified flights powered by renewable energy may be considered for additional flights out of the airport. Any other option will be further devastating to this region, state, and entire planet.

**** THE BEST ALTERNATIVE IS IGNORED: HIGH-SPEED RAIL ****

At this point in the argument, many proponents of fossil fuel-based infrastructure might suggest that the alternative must be that we go back to living as cave people with sticks and stones. This isn't true, and there are still alternative ways we can travel in a more environmentally-friendly way. Other countries in Europe have recognized the problems caused by air travel, and are moving to ban air travel in favor of railroads. We should similarly seek to mode shift some of the Oakland air travel from air to rail. By doing so, it will free up additional airport capacity from the existing terminals that can then be used for additional flights to destinations that cannot be reached by rail, such as overseas and international destinations.

Unfortunately, the DEIR does not mention the word "railroad", "train", "rail", or other similar terms even once, let alone consider it as an alternative, despite considering more outlandish options like building a new airport and closing OAK entirely.

The United States in fact has a long history of passenger rail travel, and fortunately, the State of California is leading the country in modernizing passenger rail infrastructure.

Consider the following facts:

- * 90% of Oakland flights serve destinations that are also currently served by Amtrak.
- * 46% of flights serve destinations that will be directly served by future high-speed rail service from California High-Speed Rail as well as Brightline West. Another 10% go to destinations whose rail travel time will be shortened by new high-speed rail segments.
- * The DEIR proposes adding 16 new gates to the existing 29 gates, for a total of 45 gates. This works out so that 36% of the post-expansion gates are new additions.

With 46% being higher than 36%, these numbers prove that if all the short flights to regional destinations in Southern California and Nevada were mode-shifted to high-speed rail, it would free up so much airport capacity that it would be the equivalent of building the proposed new airport terminal! And the upcoming high-speed rail system will have the capacity: when fully constructed, it could serve up to 7,560 passengers per hour – enough to handle every current and forecasted passenger at OAK. Consider that a single train holds up to 900 passengers, the same as several airplanes used for intrastate travel! We were told that CA HSR would be an alternative to spending billions of dollars on highway and airport expansions. So, why are we apparently doing both? We need to commit to rail, and stop with the airport and highway expansions in this state.

Of course, the high-speed rail network is still being constructed. A viable transition plan might therefore look something like the following:

1. The Port of Oakland imposes a cap on daily departures and arrivals to stem further growth, and the unmitigatable problems it brings such as increased greenhouse gasses.
2. Rather than adding new flights, Amtrak adds new train service. For example, rather than adding a new flight to Los Angeles, an additional daily train on the San Joaquin route is added. These existing train routes are in fact quite popular, and often sell out, so additional rail capacity will be needed and can be added as an alternative to adding new flights.
3. Per the 2022 CA HSR business plan, existing segments of California Amtrak service will be gradually replaced by high-speed rail. For example, today's Oakland to Los Angeles Amtrak service would immediately benefit from the CA HSR Initial Operating Segment by shortening the portion of the itinerary traveling through the Central Valley.
4. Eventually, remaining HSR segments are built, ultimately leading to full HSR service between, SF Bay Area, Los Angeles, and beyond. Most to all existing flights to these destinations at Oakland can then be eliminated and replaced with flights to more far-flung destinations.
5. The pace of CA HSR construction seems slow because we have not prioritized it politically. If we gave it adequate funding and attention, similar to other transportation infrastructure projects, it could be finished much faster if desired.

A more detailed analysis and discussion of this option can be found at <https://www.stopoakexpansion.org/trains-voak-departures-study>. I am also submitting a copy of that document separately as a public comment to ensure that it is in the public record.

**** WHY THIS MATTERS TO ME ****

I will end with why this matters to me on a personal level. My wife and I enjoy hiking and backpacking in many of America's beautiful and natural places. Unfortunately, the places we visit keep getting degraded and destroyed due to factors partially attributable to climate change:

- * We backpacked a few nights in Lassen Volcanic National Park in 2018. Everywhere we went burned in high intensity fire as part of the 2021 Dixie fire.
- * We had the opportunity to backpack once in Big Basin State Park in 2020. Everything in the park promptly burned to the ground as part of the 2020 CZU fire complex.
- * After having the privilege of hiking twice in Redwood Canyon at Sequoia National Park in 2020, the area promptly burned in the 2021 KNP fire complex. In fact, the National Park Service states that 13 to 19 % of the world's large sequoias perished in the 2020 and 2021

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fires! These are irreplaceable losses to the world, and this rate is not sustainable.

<https://www.nps.gov/articles/000/wildfires-kill-unprecedented-numbers-of-large-sequoiatrees.htm>

- * Two separate wildfires in Big Bend National Park subsequently burned some of our favorite areas after we recently visited, including historic structures and some of the nicest higher elevation areas of the park.

- * Most recently, we were literally chased by a wildfire just last month in the RAINFOREST in Olympic National Park that blew up out of nowhere while on a multi-day backpacking expedition. This region has abnormally had less than half of the normal rainfall so far this year, per a park ranger. After a day of watching the fire front only a few miles away from our trail in a massive plume of smoke, we actually had a firefighting helicopter land near our campsite and ask us for assistance in posting trail closure in the valley below us – the very trail we had been hiking earlier that day (!!!).

While fires have always been part of these ecosystems, the rate at which these areas are burning is unprecedented and has dramatically increased in recent years. Climate change plays a huge role in this increase in fire activity, and the Oakland Airport expansion project would directly contribute to further increases in fire activity.

And there are non-fire related impacts:

- * The Sierra Nevada mountains have the most adorable rodents that live at high elevation, known as pikas. We love to see them on our trips. Unfortunately, despite being located in protected federal wilderness, they are dying out due to climate change. During the summer, pikas gather food to store for the winter. However, if it gets too hot, it must rest more frequently, and it might not have enough food stored by winter. Unfortunately, this is exactly what is happening, and studies show that pikas have already been extirpated from lower-elevation areas in the Sierra Nevada where they once roamed.

- * We have also been privileged to snorkel and view coral reefs in places like Hawaii and Florida on a couple of occasions, such as Hawaii in 2015. Unfortunately, these are destined for destruction as part of climate change due to bleaching. In fact, family members who more recently traveled to the same Hawaii reefs in 2023 reported that the reefs were already significantly degraded beyond what we had seen in 2015.

Finally, the very place I rent from and live near the beach in Alameda is under threat from sea level rise. People sometimes ask if I consider buying property in Alameda. I respond if they like to play musical chairs – who wants to be stuck with the property at the end? Sea level rise will ultimately inundate parts of the city, if not the entire city.

I AM SICK AND TIRED OF WATCHING THE PLACES I LOVE GET DESTROYED FROM CLIMATE CHANGE.

Please, I ask the Port of Oakland to do the ONLY RIGHT AND MORAL THING and STOP this expansion, because the additional greenhouse gasses is only going to make all the above problems WORSE! What good is an airport if the destinations are being actively degraded destroyed by climate change?

****** CONCLUSION ******

If nothing else to take from this public comment, please take this: take a hard stand against further growth of greenhouse gas emissions, including aircraft at cruising altitude. There are other alternatives you haven't considered, and our future depends on it!

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Response to Commenter P-518

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion regarding forecast growth, see Global Response A: Aviation Forecast.
3. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
4. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

5. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
6. The commenter's statement regarding why this matters to them is acknowledged.
7. The commenter's opposition to the Proposed Project is acknowledged.
8. The commenter's statement regarding taking a stand against the growth of greenhouse gas emissions is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-519
James Johnston

From: James Johnston (mail)
To: TermDev
Subject: [EXTERNAL] Appendix to my public comment regarding rail travel alternative for terminal modernization & development DEIR
Date: Monday, October 16, 2023 1:31:54 PM
Attachments: image001.png

The sender of this message is external to the **Port of Oakland**. Do not open links or attachments from untrusted sources.

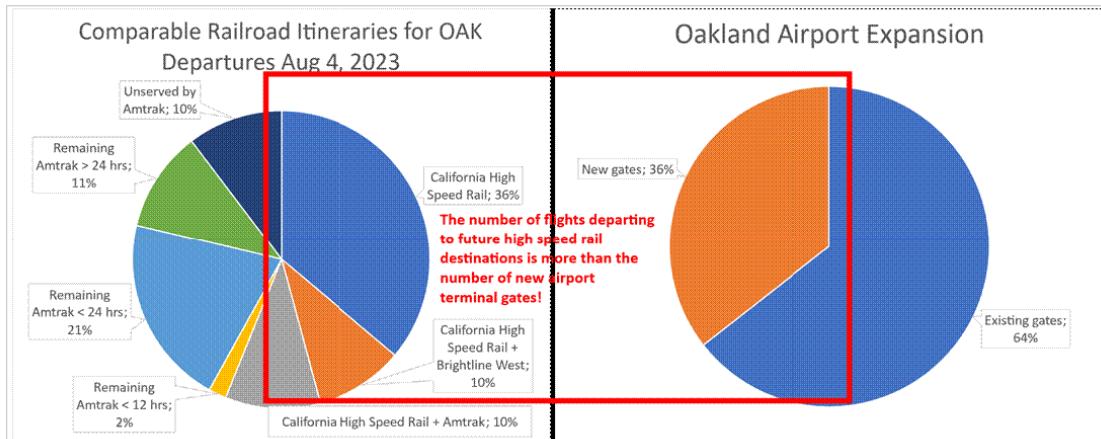
Hi,

This message can be considered as an appendix to my public comment that I just submitted regarding the terminal modernization & development DEIR. It is a copy of the document posted at <https://www.stopoakexpansion.org/trains-v-oak-departures-study>. I am the author of that document, and I wish for it to be also considered a public comment, and part of the public record, and considered as an alternative in the EIR. I believe it is the most viable, environmentally-friendly option.

James Johnston

Rail as an alternative to the Oakland International Airport expansion

California high speed rail will emit fewer greenhouse gas emissions than aviation, and most airport destinations are already reachable via today's Amtrak service.



Introduction

We are in a climate crisis: the world just experienced the hottest July on record yet at 1.5 °C above pre-industrial temperatures.^{III} For many Californians, this isn't just an abstract issue: climate change is a contributing factor to the increase in wildfire throughout the state. Homes and communities are destroyed, as well as natural wonders cherished the world over. For example, groves of ancient giant sequoia trees that thousands of Californians once camped under are now dead, just another statistic as part of the 13% to 19% of the world's giant sequoia trees killed by fire in only the last 3 years.^{III} These are irreplaceable losses.

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The State of California has recognized this problem and has set a goal of reducing greenhouse gas emissions to 85% below 1990 levels.^{IV} The City of Oakland has gone farther and declared a climate emergency, setting forth a net zero goal for the year 2045.^{IV}

Aviation contributes to this problem. Every flight at Oakland International Airport (OAK) contributes significant greenhouse gases and localized air pollution. Every flight is therefore directly responsible in a small part for destroying somebody's home from fire or flood, degrading favorite locations in nature, threatening the world's future water and food supply, or even contributing to someone's death due to air pollution. While solutions like aircraft electrification, sustainable aviation fuel (SAF), and/or hydrogen might someday be able to enable sustainable air travel,^V they are likely many decades into the future and are unlikely to arrive soon enough to help with the current climate crisis.

Meanwhile, the Port of Oakland proposes to expand OAK by building 16 new gates, a 55% increase, to accommodate a significant growth in air travel.^[vii] Barring that, they propose to set up a busing infrastructure that will increase air traffic by an equivalent amount using the existing terminal gates over the coming decades^[viii]. No alternative is considered that would hold air travel, and therefore climate-warming greenhouse gases, to the current levels today.^[ix] This flies in opposition to the declared net zero climate goals of the City of Oakland.

However, avoiding aviation doesn't mean we can't sustainably travel to many of our favorite destinations. This article takes a closer look at the passenger flights utilizing Oakland International Airport to demonstrate that approximately 90% of the flights departing from OAK go to destinations that can also be reached via today's Amtrak service. In future years, electrified California High Speed Rail and Brightline West service powered by renewable energy will also reach many of the most popular destinations and could replace approximately 46% of the flights utilizing OAK today.

We know how to electrify ground transportation with renewable energy using today's proven technology: it is only a matter of political will to build it. Other countries around the world are already doing this. It doesn't require aspirational technology that might not be deployed at scale for the next few decades.

Methodology

The flight departures listed on Oakland International Airport's website for August 4, 2023, were individually examined to see whether there is comparable rail/Amtrak service available.^[x] Therefore, this examines the same flights you would see if you examined the flight status televisions inside the airport on that date. For every listed flight, the following information was gathered:

- A check for existing Amtrak service was made by going to Amtrak.com and searching for travel from the Oakland Jack London Square Station (OKJ) to a station near the original destination airport. The shortest travel time and type of route segments were then noted. For travel involving the California Zephyr train, Emeryville (EMY) was used as the origin station instead, since that train does not serve OKJ.
- The route was checked against the California High Speed Rail interactive map of future service to see whether high speed rail could yield future service improvements to existing Amtrak service.^[xi]
- The route was also checked against the Brightline West map of future service.^[xii]
- Finally, the route was compared with the Amtrak Connects US Corridor Vision for future Amtrak service improvements.^[xiii] This document was published by Amtrak in June, 2021 and proposes the most likely future locations and routes where Amtrak service could be extended.

The results were then grouped by destination and sorted by number of flights. Every Amtrak itinerary was classified by the duration: < 12 hours, < 24 hours, and > 24 hours, and flagged with potential service improvements that can be brought by California High Speed Rail, Brightline West, and Amtrak itself.

There are limitations of this method because only one day of flight departures was considered. It is assumed that if these limitations were addressed it would not significantly affect the results; however, further investigation was not done due to time limitations preparing this report:

- Flights that do not operate daily are therefore not fully considered: they would not be considered at all or would be incorrectly assumed to be daily. For example, some flights serving less-popular destinations might only operate on days surrounding the weekend.
- Any seasonal variations in flight patterns are also not considered.
- Only departures were examined. It is assumed that an additional consideration of arrivals would not significantly change the results.
- Flights related to general/private aviation or cargo flights are not considered. If a flight status isn't published on the passenger terminal televisions, it isn't considered.

Next, the number of existing airport gates is compared with the planned number of airport gates after the expansion. The assumption being made here is that the number of new gates can be used as a rough proxy for the planned increase of air traffic. This is a reasonable assumption because the draft EIR states in the project's Objective 2 that the proposal will maintain "industry standard levels of service" while accommodating planned increases in air traffic.^[xiii] In other words, they want to build more gates to accommodate more traffic so that the existing gates do not become more crowded.

Results

The table below summarizes the flight departures for Oakland International Airport on August 4, 2023, along with comparable rail service, if any.

Each leg of Amtrak service is delimited by a comma. If multiple reasonable Amtrak routes exist for a section, they are delimited with a slash. Segments can be grouped together with parenthesis. For example, "Coast Starlight/(San Joaquin, bus), Texas Eagle" means that you could take either the Coast Starlight train to Los Angeles, or take the combination of the San Joaquin train and a bus to Los Angeles. You'd then transfer to the Texas Eagle train in Los Angeles.

The table is graphically summarized in the pie chart at the top of this report.

Based on the table below, we can see that 90% of the flights are serving destinations already served by Amtrak today. Furthermore, 46% of

APPENDIX P – DRAFT EIR COMMENTS AND RESPONSE TO COMMENTS

these flights serve destinations that will also be served with planned high-speed rail, such as common destinations like Los Angeles, San Diego, Las Vegas, Burbank, and Orange County. Another 10% of the flights serve destinations whose future Amtrak itineraries could utilize planned high-speed rail to shorten the trip.

# Flights	Destination	Today's Amtrak Service	Today's Amtrak Duration	Future Service Improvements
15	Las Vegas, NV	San Joaquin, bus	< 12 hours	A combination of future CA HSR and Brightline West service could completely replace existing Amtrak service. Amtrak Connects US also plans new service from Los Angeles to Las Vegas.
14	Los Angeles, CA	Coast Starlight/(San Joaquin, bus)	< 12 hours	Los Angeles is a CA HSR phase 1 station.
13	San Diego, CA	(San Joaquin, bus)/(Coast Starlight, Pacific Surfliner)	< 12 hours	San Diego is a CA HSR phase 2 station. As an intermediate step, CA HSR phase 1 could connect to San Diego via existing Pacific Surfliner service.
11	Seattle/Tacoma, WA	Coast Starlight	< 24 hours	
10	Burbank, CA	Coast Starlight/(San Joaquin, bus)	< 12 hours	Burbank is a CA HSR phase 1 station.
10	Portland, OR	Coast Starlight	< 24 hours	
9	Orange County/Santa Ana, CA	(San Joaquin, bus)/(Coast Starlight, Pacific Surfliner)	< 12 hours	Anaheim is a CA HSR phase 1 station.
6	Denver, CO	California Zephyr	> 24 hours	
6	Phoenix, AZ	Coast Starlight/(San Joaquin, bus), Sunset Limited, bus	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Sunset Limited service. Amtrak Connects US also plans better service from Los Angeles to Phoenix without a bus connection.
6	Salt Lake City, UT	California Zephyr	< 24 hours	
5	Long Beach Municipal Airport	Coast Starlight/(San Joaquin, bus), connect to LA Metro	< 12 hours	Los Angeles is a CA HSR phase 1 station where passengers can transfer to LA Metro service to Long Beach.
5	Ontario, CA	San Joaquin, bus	< 12 hours	Ontario is a CA HSR phase 2 station. As an intermediate step, CA HSR phase 1 could connect to Ontario via existing Metrolink service.
3	Bellingham, WA	Coast Starlight, Cascades	> 24 hours	
3	Chicago-Midway, IL	California Zephyr	> 24 hours	
3	Honolulu, HI	None		
3	Kahului, HI	None		
3	Lihue, HI	None		
2	Boise, ID	Coast Starlight, Empire Builder, bus	> 24 hours	
2	Crescent City, CA	Coast Starlight, bus, bus	< 24 hours	
2	Dallas-Love Field, TX	Coast Starlight/(San Joaquin, bus), Texas Eagle	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Texas Eagle service.
2	Eugene, OR	Coast Starlight	< 24 hours	
2	Guadalajara, Mexico	None		
2	Reno, NV/Lake Tahoe, CA	Capitol Corridor, bus	< 12 hours	Capitol Corridor might be extended to Reno.
2	Spokane, WA	Coast Starlight, Empire Builder	> 24 hours	
1	Albuquerque, NM	San Joaquin, bus, Southwest Chief	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Southwest Chief service.
1	Austin, TX	Coast Starlight/(San Joaquin, bus), Texas Eagle	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Texas Eagle service.
1	Dallas/Ft. Worth, TX	Coast Starlight/(San Joaquin, bus), Texas Eagle	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Texas Eagle service.

1	Houston-Bush Intl, TX	Coast Starlight/(San Joaquin, bus), Sunset Limited	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Sunset Limited service.
1	Houston-Hobby, TX	Coast Starlight/(San Joaquin, bus), Sunset Limited	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Sunset Limited service.
1	Kansas City, MO	San Joaquin, bus, Southwest Chief	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Southwest Chief service.
1	Kona, HI	None		
1	Mexico City, Mexico	None		
1	Missoula, MT	None		Big Sky Passenger Rail Authority is currently advocating for new connecting rail service in Montana.
1	Morelia Airport	None		
1	Newark, NJ	California Zephyr, Capitol Limited, Pennsylvanian	> 24 hours	
1	Palm Springs, CA	Coast Starlight/(San Joaquin, bus), Sunset Limited	< 24 hours	CA HSR to Los Angeles will improve the connection to existing Sunset Limited service. Amtrak Connects US also plans better service from Los Angeles to Palm Springs.
1	Philadelphia, PA	California Zephyr, Capitol Limited, Pennsylvanian	> 24 hours	
1	San Salvador, El Salvador	None		
1	Santa Barbara, CA	Coast Starlight	< 12 hours	Amtrak Connects US proposes new service separate from the Coast Starlight between San Jose and San Luis Obispo.
1	St. Louis, MO	San Joaquin, bus, Southwest Chief, Missouri River Runner	> 24 hours	CA HSR to Los Angeles will improve the connection to existing Southwest Chief service.

Next, we note that the existing airport has 29 gates, and the draft EIR proposes 45 total gates, for a net increase of 16 gates. This works out so that 36% of the post-expansion gates are new additions.

Discussion

The results demonstrate that if popular flights were completely mode-shifted from planes to California High Speed Rail, enough airport gate capacity would become unused in an amount like what the proposed airport expansion would provide. In other words, the airport expansion does not need to be built to accommodate forecasted growth in the traveling public if everyone going to Southern California and Las Vegas took high-speed rail instead.

Of course, such a mode shift cannot happen overnight. Amtrak does not currently have the capacity to serve every passenger at Oakland International Airport. When fully constructed and at the maximum theoretical capacity, California High Speed Rail will unlock a considerable passenger capacity of 7,560 passengers per hour – enough to handle every current and forecasted passenger at OAK^[xv] – but it does not exist yet. Consider that a single CA HSR train will hold 900 passengers – the same as up to 7 airplanes used for intrastate travel! And CA HSR will be advanced enough that a train can leave every few minutes.

A slower transition plan could therefore look something like this:

1. The Port of Oakland holds the number of daily departures at the airport to today's levels, without further growing the number of passengers or flights.
2. Amtrak's capacity is gradually increased as an alternative to adding additional flights. For example, additional trains could be added to the existing San Joaquin train as an alternative to adding new flights to Los Angeles. Existing flights to Los Angeles could also be gradually removed to make room for flights to more distant locations as needed.
3. Per the 2022 CA HSR business plan, the Initial Operating Segment of high-speed rail can be used to reduce the travel time for San Joaquin passengers.^[xvi] Passengers would ride the San Joaquin to Merced, transfer to high-speed rail, and then transfer to the existing bus system in Bakersfield.
4. CA HSR continues to expand. The bus from Bakersfield to Los Angeles is eventually replaced with another high-speed rail segment. Similarly, service from Merced to San Francisco begins.
5. California High Speed Rail is fully built out, and most flights from Oakland to Los Angeles and other Southern California airports are subsequently eliminated. Existing airport capacity is now used for new flights serving farther distances. East Bay passengers who wish to travel south could travel to San Francisco or San Jose via BART to directly board CA HSR or continue to utilize San Joaquin or future Altamont Corridor Express (ACE) service to Merced.

It will be critical for the agencies and companies involved to coordinate ticketing. Existing coordinated payment systems are limited to metropolitan areas, such as the Clipper Card system in the SF Bay Area. This type of coordination needs to be expanded statewide for regional travel. If passengers must separately purchase tickets for Amtrak, California High Speed Rail, LA Metrolink, and Brightline West to reach Las Vegas, adoption will be low. Such an itinerary must be purchased on a single ticket, like what passengers expect from airlines today.

An examination of the most popular flights from Oakland suggests other obvious potential high-speed rail corridors beyond the existing CA HSR system currently planned. Coincidentally, the corridors that might make sense seem to parallel existing long distance Amtrak routes. For

example, service from Sacramento, to Eugene, to Portland, and then to Seattle. Another corridor might be Sacramento, to Reno, to Salt Lake City, and to Denver. The latter would be considerably farther than CA HSR, but it is still a small system compared to HSR systems in other countries.

Not every flight can be replaced with a train. Hawaii is and will remain a popular destination, for example. However, by gradually replacing short-haul flights with ground transportation, we will buy time for more sustainable (and potentially more expensive) aviation to become available for these longer flights. (For example, an air to fuels system utilizing direct air capture and powered by renewable energy would avoid the use of fossil fuels, but would be very expensive in comparison.)

Conclusion

The draft EIR from the Port of Oakland considers dramatic alternatives like building an entirely new airport in the region and closing OAK

^[xvi] completely. Yet it does not mention rail travel even once in the entire EIR, let alone the high-speed rail that anyone can see is actively being built in the Central Valley at this very moment. This is a glaring omission!

The Port of Oakland needs to consider mode shifting passengers from planes to high-speed rail as an alternative. The Port has unfortunately

^[xvii] considered only aircraft greenhouse gases from taxi, takeoff, and landing in the EIR. If the true end-to-end greenhouse gas emissions of each added flight were considered, common sense suggests this proposed alternative would be the clear environmental winner.

But not only is high-speed rail a winner for the atmosphere; it is also a passenger capacity winner. With a huge upper bound on the maximum number of passengers the system can accommodate, high-speed rail will easily outstrip any capacity expansion that the Port of Oakland can ever hope to build.

We can have our cake and eat it too. Insist that the Port of Oakland consider high-speed rail as an alternative to airport expansion.

^[i] Osaka, Shannon. "World has first real taste of life at 1.5 degrees Celsius above preindustrial times." *Washington Post*, 3 August 2023, <https://www.washingtonpost.com/climate-environment/2023/08/03/july-blows-away-temperature-records-testing-key-climate-threshold/>. Accessed 7 August 2023.

^[ii] "Giant Sequoias Face New Threats." *National Park Service*, 24 Feb 2022, <https://www.nps.gov/articles/000/giant-sequoias-face-new-threats.htm>. Accessed 7 August 2023.

^[iii] "2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan)." *California Air Resources Board*, <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed 7 August 2023.

^[iv] "A Resolution Committing The City Of Oakland To Achieve Carbon Neutrality By 2045 (OPW)." Adopted 28 July, 2020, by the *Oakland City Council*, <https://oakland.legistar.com/LegislationDetail.aspx?ID=4595689&GUID=27668CE0-C423-480A-AD2F-DC54059A1FCC>. Accessed 7 August 2023.

^[v] <https://stay-grounded.org/greenwashing/#factsheet>

^[vi] The draft EIR proposes 16 new gates in section 2.6.2, "Passenger Terminal Improvements." This is to accommodate a growth in aviation activity forecasted in section 2.4, "Forecasts."

^[vii] The draft EIR insists that air travel must be increased anyway in section 4.5.1, "No Project Alternative." The same aviation activity increase forecasted in section 2.4 would be accommodated by busing passengers from gates at the terminal building to aircraft parked at remote hardpoints with boarding stairs, as described in the draft EIR Appendix D, "No Action Analysis".

^[viii] All alternatives considered by the draft EIR are listed in chapter 4, "Alternatives." Sections 4.4 and 4.5 list the alternatives ruled out from further review, and the evaluated alternatives, respectively. No considered alternative examines the use of rail as an alternative mode of transportation.

^[ix] Flights were gathered from the Oakland International Airport flight status page at <https://www.oaklandairport.com/airlines/flight-status/>. The search parameters were for "Flights from Oakland International Airport" (departures), a date of "08/04/2023", "All Airlines", "All Airports", and "Both Terminals."

^[x] The interactive map can be found at <https://buildhsr.com/map/>. Further discussion can be found in the 2022 Business Plan at <https://hsr.ca.gov/wp-content/uploads/2022/05/2022-Business-Plan-FINAL-A11Y.pdf>.

^[xi] "Project Overview." *Brightline West*, <https://www.brightlinewest.com/overview/project>. Accessed 7 August 2023.

^[xii] "Amtrak's Vision for Improving Transportation Across America." *Amtrak Connects US*, June 2021, https://www.amtrakconnectsus.com/wp-content/uploads/2021/06/Amtrak-2021-Corridor-Vision_2021-06-01_web-HR-maps-2.pdf. Accessed 7 August 2023. A national vision map is presented in Figure 6 in Chapter 4, with more detailed regional maps in later chapters. An interactive map is also available at <https://www.amtrakconnectsus.com/maps/>.

^[xiii] Draft EIR, section 2.5.2, "Objective 2 Criteria"

^[xiv] The CA HS Rail Authority stated in the 2019 Equivalent Capacity Analysis Report in chapter 2 that the maximum is 7,560 passengers per hour, per direction. It does not represent initial planned service levels. The aviation capacity analysis goes on to point out that 20% of HSR's capacity is the same as 91 airport gates! https://hsr.ca.gov/wp-content/uploads/docs/about/business_plans/2020_Business_Plan_2019_Equivalent_Capacity_Report.pdf

^[xv] The California High Speed Rail Business Plan for 2022 under chapter 2, "Merced to Bakersfield Makes Sense as the First Operating Segment", describes in more detail how the Initial Operating Segment can be used to improve travel time for existing San Joaquin passengers.

^[xvi] Draft EIR section 4.4.5, "Develop New Airport Site in the Region and Close OAK"

^[xvii] Draft EIR section 3.7.3.2, "Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment GHG Emissions". The "Operational Emissions" section contains table 3.7-3, which only lists "Aircraft emissions below mixing level, including APUs." Mixing level is defined elsewhere as

3,000 feet. Thus, additional aircraft emissions at altitude cruising to the destination are not considered at all.

Response to Commenter P-519

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-520

Matthew Jones

We need to shift our thinking from endless growth towards shifting our economy in a sustainable direction. Without major progress on emissions reductions and fuel efficiency in the airline sector, I cannot recommend approval of an airport expansion. As a consumer, I am actively taking steps to reduce my carbon footprint and am substituting driving and flying with train travel and biking. I fully endorse more transit and electrifying our transportation systems and shifting away from major polluting methods. Lastly, we are one region. I'm sure some people in the industry say this expansion is needed to make Oakland competitive with SFO. As a consumer who lives in Oakland, it doesn't matter which airport of the 3 major ones I go to. The Bay Area is the Bay Area. We don't need to compete against each other - let's work together to grow together - sustainably, please.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-520

1. The commenter's opposition to the Proposed Project is acknowledged.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-521

Zoe Jonick

I'm a youth climate organizer with 350 Bay Area and I'm here to speak against the Oakland Airport expansion.. The main reason that comes to mind with the expansion is that it's simply just a bad investment.. It's a ton of money that's going to go to something that is just not going to be assured.. It said on the thing I think something like 14 million flights or whatever by 2038 but like have you guys been noticing how every year things are getting worse and worse and worse like exponentially?

So by 2038 things are going to be incredibly different and we will have no other choice but to transition to alternative forms of transportation so why not do that now rather than later instead of wasting all this money on to something that is going to not going to -- it's going to be regulated basically pretty soon.. And also with sea level rises some people have mentioned it is a terrible threat as they're concerned and see a foot of sea level rise by 2040 I believe.

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

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

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Response to Commenter P-521

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. A human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

Commenter P-522**Andrew Jordan**

The noise and ongoing pollution resulting from the Port of Oakland activities are unacceptable.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-522

1. The commenter's statement regarding noise and pollution is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-523**Deidra Jow**

We need less carbon emissions!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-523

1. The commenter's statement regarding needing less carbon emissions is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-524**A K**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-524

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-525**Lorena Kai**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-525

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-526**Aviv Kalai**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-526

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-527

Natasha Kaluza

The last thing we need is more flights out of OAK. Do not expand.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-527

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The commenter's statement regarding opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-528**Ron Kamangar**

1. Climate Crisis, 2. Air pollution 3. Noise pollution 24 hours a day. Stop this madness!	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
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3. Aviation is hard to decarbonize and biofuels are not the answer.	5
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4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-528

1. The commenter's statement regarding the climate crisis, air pollution, noise pollution, and opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-529
Lacey Hicks Kammerer

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-529

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-530
Jesse Kang

To the Attention of the Port of Oakland and City of Alameda,
 I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently

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verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks. Sincerely, Jesse Kang

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Response to Commenter P-530

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD

ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-531

Meggie Kang

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-531

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-532**Michelle Kang**

To the Attention of the Port of Oakland, I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently

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verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explore ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please extend the October 16 deadline until proper diligence has been done to mitigate immediate and long-term health risks, as well as proper and thorough communication has been made available to all.

Sincerely, Meggie Kang

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Response to Commenter P-532

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-533**Julianne Kapner**

We need more investment in transportation -yes. But when we're making cuts to public transit (e.g., AC Transit and Bart) while supporting airport expansion, we're supporting already privileged people!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

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Response to Commenter P-533

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-534**Karilyse**

In addition to the poor air quality and excessive noise, which did not exist at the time I purchased my home, the Oakland Airport is interfering with other services.

1-The airport has interrupted digital television signals. Expansion will completely remove the ability to access television, a major source of communication. This is a source of news as well as entertainment. AT THE VERY LEAST, if the expansion proceeds, the airport should be required to pay for or provide streaming services to impacted homes on Bay Farm.

2-Bay Farm has limited access to Internet Service Providers. The airport disruption prevents smaller providers from being able to provide service and the two mega providers take advantage of their customers knowing our options are limited.

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3-Cellular service is already impacted by the airport causing dropped calls. Landlines are no longer available and interruptions to cell service mean that there may be no communication available in an emergency.

4-If the airport is permitted to expand, they should be required to provide home air filtration systems. I am a senior citizen and am already feeling the impact of the decrease in air quality over the past few years.

2

Response to Commenter P-534

1. The commenter's statement regarding the airport interfering with other utilities is acknowledged.
2. The commenter's statement regarding air filtration systems is acknowledged.

Commenter P-535

Meghana Karumuri

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

- Aviation is hard to decarbonize and biofuels are not the answer.

4

- It's too much noise. More Flights= More noise.

5

- Sea level rise threatens shoreline development.

6

- Labor rights are at stake.

7

- Inequity: flying is an elite privilege with high costs for everyone else.

8

- We have alternatives. Invest in Rail.

9

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

10

Response to Commenter P-535

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-536

Kathryn

Just had to close my patio doors because the noise of the planes passing overhead was interfering with this presentation. This happens every day. I live on Bay Farm. We have no A/C. So we have to decide between being hot or sleeping, carrying on a conversation, listening to TV, etc.

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Response to Commenter P-536

1. The commenter's statement regarding noise from planes passing overhead is acknowledged.

Commenter P-537**Kathryn**

So none of the buildings/structures that were built in the 60's have lead, asbestos in the materials used?

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Response to Commenter P-537

- As described in **Section 3.8.2.3**, there may be asbestos containing materials (ACM) within the buildings proposed for demolition. Prior to demolition, a pre-demolition survey would be performed to identify hazardous building materials including ACM. These materials would be abated prior to demolition and disposed of at a landfill authorized to accept such waste.

Commenter P-538**Kathryn**

Would we be listening to construction, pile drivers all day long?

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Response to Commenter P-538

- As described in **Section 3.11**, off-site construction noise is not anticipated to result in significant impact.

Commenter P-539**Dee Kay**

I have always used our East Bay airport as a human-sized alternative to SF and loved the BART connection. But why would I do that if there is an inconvenient, unnecessary and anti-environmental push to turn it into SFO? We all need to fly less anyway to save the planet, so respond to your community!

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Response to Commenter P-539

- The commenter's statement regarding their use of the airport is acknowledged. The commenter's opposition to the Proposed Project and need to fly less is acknowledged.

Commenter P-540**Michala Kazda**

Hello, my name is Michala Kazda and I am an Alameda resident who lives 5.5 miles from Oakland airport. I have major concerns about this project for a few reasons.

1

the added noise
the added pollution
the environmental impact on the surrounding areas

the majority of the destinations to and from Oakland are served by Amtrak which should be expanded on.

2

thank you for your time.

Response to Commenter P-540

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

Commenter P-541

Meh Keeley

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-541

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-542

Marjory Keenan

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

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• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	10
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Response to Commenter P-542

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-543**Eileen Kelleher**

It is UNCONSCIONABLE to add 17 more gates to an area that is even closer to residential neighborhoods than the main airport. The pollution and noise will be intolerable. Please stop!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-543

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-544
Barbara Kennedy-Dadler

The noise is bad enough right now.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-544

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-545**Kathy Kerridge**

We need to be decreasing air traffic, not increasing it. We are in a climate emergency.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-545

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-546**Kevin**

Expanding the airport capacity will increase noise levels from more jets. Another concern is all children near airport exposed to high lead levels if the airport travel flow expands significantly. As an Oka airport neighborhood, I don't want this happen due to this project. I do want city do more investigations on how this expansion will impact people health by noise and lead levels.

1 2

Having flights day and night go over our homes is a horrible proposal. If project do expand, I think it should build runways that point into the bay and not over homes as a compromise.

3

Response to Commenter P-546

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
3. The Proposed Project does not include any changes to runways or runway use. The Port does not have authority to regulate flight paths and procedures. Federal regulations, enforced through the FAA and TSA, have authority over aspects of air travel including passenger safety and transportation security. Federal regulations require certification of airports, pilots, and aircraft. Operators are required to maintain safe premises and enforce security measures. See also Global Response B: Flight Paths and Procedures.

Commenter P-547

Amina Khribache

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

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| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-547

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-548**Jinkyong Kim**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-548

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-549**Hannah Kirk**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-549

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-550**Karen Kirschling**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-550

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-551

Guy Klages

As a compromise, can we restrict flights to be only 7am-9pm to at least restrict the pollution and noise when toddlers and kids and tired adults are trying to sleep?	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-551

1. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-552

Angie Klein

My children have grown up here and have asthma, both of my neighbors are suffering lung disease, my friend just died of lung cancer this year at age 60! We need to reduce the emssions of flights before expanding this non-sense!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-552

1. The commenter's statement regarding asthma and flight emissions is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-553
Barbara D Kluger

Please don't do this! Last weekend was a prelude to what's coming very disruptive to human and animals alike

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-553

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-554

Dawna Knapp

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8

- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

10

Response to Commenter P-554

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-555**June Kori Kody**

I oppose the expansion of the Oakland Airport. It will be harmful for the community -- resulting in deleterious effects on both the immediate neighborhood and on the larger environment. The increased air traffic will mean additional particulate air pollution and additional noise which directly injures the health of neighboring communities. From a global perspective, this the time when we should be reducing greenhouse emissions in the face of global warming and climate change. Expanding the airport -- and at such a huge scale -- is, literally, flying in the face of the reality that we should be cutting back on flights and looking to alternative, less polluting, forms of transportation.

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Response to Commenter P-555

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
3. The commenter's statement regarding reducing greenhouse gas emissions globally is acknowledged.
4. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-556**June Kori Kody**

This is the wrong project at the wrong time -- big mistake. It will degrade the environment and life quality for local communities. We should be supporting alternate forms of transportation that are less destructive to the environment such as high speed rail, local vacations, remote meetings that allow greater, more inclusive participation. Increasing air flight means more pollution in terms of carbon emissions contributing to global warming as well as noise and other health and life quality impacts.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.

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• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-556

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-557**Elaine Kofman**

This will increase the noise over my and my neighbors houses. We already hear a lot of airplane noise. An expansion would affect the livability of this area. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing. 11
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-557

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and

aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-558**Arjun Kohli**

Expanding the airport in a time of climate crisis is unconscionable. More flights from Oakland will have deleterious environmental effects both local and global. I'd like to express my opposition in the strongest terms.

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2**Response to Commenter P-558**

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-559**Karen Kokame**

I am very concerned about the increase in departing flights and increased usage of the North Field runway that directs airplanes over Bay Farm Island and the Main Island. The disturbance from the noise is already often and loud, impacting schools and residences. To think that the airport is considering increasing the airport by 50% is unfathomable. Concerns include environmental and wildlife concerns, more traffic and more noise and air pollution. Further studies should be conducted from an independent party to determine the effects on noise and air quality on Bay Farm in particular. Why doesn't the Port of Oakland look into more options to mitigate noise and air pollution? As an example, when I lived in Orange County, the planes take off in a high trajectory and then cut the engines back to mitigate the noise on the neighborhoods below. This expansion should not be approved until further due diligence is conducted. To disregard the disapproval of the neighboring community is very disappointing.

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4**Response to Commenter P-559**

1. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the

implementation of the Proposed Project. The commenter's statement regarding studies being conducted on Bay Farm in particular is acknowledged.

3. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-560

Marcia Kolb

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-560

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-561

Kedar Korde

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7

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|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-561

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-562**Martine Kraus**

Dear Board of Commissioners and Officials - The jet noise from OAK airport departures and arrivals is already incessant and unbearable at this time. On many days, the air pollution from the jet engines is palpable. The expansion will further exacerbate the jet noise and pollution which already currently pose a serious threat to the health and well being of our communities and, in particular, those communities directly underneath the NextGen flight paths. With those serious concerns unaddressed for the current flight volume, I do not see how an expansion and increase in flight volume can be justified. Martine Kraus

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

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- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-562

1. The commenter's statement regarding noise and air pollution is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-563

Maya Krause

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-563

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-564**Gary Krauss**

I strongly do not support expansion plans. There is no proven need to expand. Your impact study is flawed by not addressing all impacts including on the ground realities experienced by Bay Farm residences dealing with existing airport/runway status. Obviously it is slanted in flavor for who paid for study. This entire project is nothing more than a money grab. Looking at the details of your results shows a lot of numbers but does not address any of the previous research about the adverse impacts to people of airplane traffic over residential areas. The construction process and overall airport expansion would destroy the current quality of life on Bay Farm. Again I strongly oppose this expansion effort. I could enumerate our experiences over the previous 3 day weekend with airport repairs causing full activation of north runway but feel like that effort would fall in deaf ears. Suffice it to say it was very unpleasant and not healthy whether indoors or outside.

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Response to Commenter P-564

1. The commenter's opposition to the Proposed Project is acknowledged. The Proposed Project would accommodate forecast market demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-565**Gary Krauss**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-565

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-566**Beth Krebs**

I'm concerned that in this era of extreme climate change, an airport expansion moves us further away from our goals of reduced CO2 emissions. We need to invest in low carbon alternatives, and flight is not among these. An expansion will also impact our community with worse air quality and more noise.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-566

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-567**Rosalie Krinks**

Do not do this. You will make climate change worse. Emissions from aircraft and ground vehicles, as well as from power use in buildings, all contributing to climate change and local air quality issues. Noise from aircraft for local residents.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-567

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Sections 3.3 and 3.11 of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-568

Thomas Krysiak

Dear Ms Liang;

Is there a specific chapter in the DEIR explaining the impact of airport noise on long term health consequences as a result of disruptions to sleep.

I'm very curious about this topic because my family's sleep schedule has been occasionally disrupted by loud OAK cargo plane flights after midnight.

It's now commonly known that good sleep quality with few very loud disruptions is essential for good health. This research topic must be cited somewhere in the OAK DEIR noise section. Can you please reply and point this section out for me?

Thank you.

Response to Commenter P-568

1. The commenter's statement regarding nighttime noise is acknowledged. **Appendix M** of the EIR provides a Sleep Disturbance Study and a Supplemental Sleep Disturbance Memorandum associated with nighttime flights at OAK.

1

Commenter P-569**Thomas Krysiak**

Repeated noise events diminish our health and must be curtailed. The FAA must reinstate noise limits and show some concern for the health and safety of residents who live near airports. Let's push the carriers to use quieter engines, limit flight departures during night hours and flight paths that are further over the Bay away from our BFI homes.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

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- It's too much noise. More Flights= More noise.

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- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-569

1. The commenter's statement regarding curtailing repeated noise events is acknowledged. The commenter's statement regarding FAA reinstating noise limits and push for quieter engines is acknowledged. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-570

Thomas Krysiak

Thank you for pointing out the CEIR's appendices L&M for Noise Model Inputs and the Sleep Disturbance Analysis. My colleagues and I are currently studying this important information.

1

I participated in a recent OAK Expansion forum and would like to know if these two issues listed below are included in OAK's CEIR:

2

- 1) Were transportation alternatives such as AMTRAK and the upcoming CA High Speed Rail project juxtaposed against the OAK Expansion? One participant mentioned that an enormous amount of the OAK flights are within the state of California and wouldn't expanded rail service prove to be more energy efficient, less costly and less polluting than increasing jet aircraft traffic volume via the OAK expansion?

2) I've read that many of the airline companies are currently upgrading their fleets to highly energy efficient, less polluting jet aircraft engines that are also much quieter. One engineering participant mentioned that the technology for quieter jet aircraft engines has been available for several years now. Is it possible to demand that the participating OAK airlines use only quieter, less polluting technology as a condition of expanding OAK? If this aspect is included as part of the CEIR study, can you please point me to the section that addresses the possibility of allowing only the use of the latest jet aircraft engine technology?

3

Please include these inquiries as part of the public forum for the OAK Expansion. Thank you in advance for your responses.

4

Response to Commenter P-570

1. The commenter's statement regarding noise level inputs and the sleep disturbance analysis is acknowledged.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
3. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. The commenter's request to include their inquiries as comments on the Draft EIR is acknowledged.

Commenter P-571

Thomas Krysiak

Please include my name as an Alameda resident who also requests that the Port of Oakland extend the date to compile, assess and respond to questions from the local citizenry regarding the CEIR Expansion project for Oakland Airport. There are significant new concerns that are now emerging and delaying the final date to December 31, 2023 would allow newly enlisted technical experts to weigh in on the serious health and environmental impacts to Alameda.

1

Thank you for your consideration.

Response to Commenter P-571

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-572**Thomas Krysiak**

Repeated noise events diminish our health and must be curtailed. The FAA must reinstate noise limits and show some concern for the health and safety of residents who live near airports. Let's push the carriers to use quieter engines, limit flight departures during night hours and flight paths that are further over the Bay away from our BFI homes. The OAK expansion will exacerbate the existing high noise levels and the dangerous micro-particulates generated from additional airborne jet fuel that embeds deeply in lung tissue and are known to cause adverse health outcomes for residents of nearby airports. Disrupted sleep from nighttime airport noise has been proven to have negative health consequences and reduced longevity. We must push the Port of Oakland to further study the health consequences before undertaking this expansion project. High speed rail and an Amtrak expansion might just be built at the same time as the proposed expansion and this must be an element of study before approving the OAK expansion. Thank you.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

21. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

22. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

23. Aviation is hard to decarbonize and biofuels are not the answer.

24. It's too much noise. More Flights= More noise.

25. Sea level rise threatens shoreline development.

26. Labor rights are at stake.

27. Inequity: flying is an elite privilege with high costs for everyone else.

28. We have alternatives. Invest in Rail.

29. We have alternatives like remote business and conferencing.

30. We need to shift towards climate-just transportation.

Response to Commenter P-572

1. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport

worker locations during incremental operations of the Proposed Project. For a discussion of noise, see Global Response D: Noise.

3. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-573**MJ Kubala**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-573

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-574**Albert Kueffner**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-574

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-575**Laura Kuhlemann**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-575

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-576

Emma Kung

As a neighbor to the airport, I am deeply worried about an expansion. At the present, the noise and pollution my family is experiencing is already a huge health concern. Especially after the Nextgen pattern was put in place, the noise is nearly unbearable. My children's online classes and husband's conference call are constantly interrupted. We are awakened at all hours of the night with departing jets that are so loud, the walls shake. Both the inside and outside of our house is coated in black dust that returns in a few days time after cleaning. We have been told by the City Council of Alameda that the biggest problem facing the city of Alameda is climate change, and yet this expansion will further reduce green vegetation in exchange for hot pavement, increased car traffic creating hot emissions, and even more jets spewing hot emissions and pollution all over the neighborhood and polluting the bay.

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Response to Commenter P-576

1. The commenter's statement regarding noise, pollution, and NextGen are acknowledged.
2. The commenter's statement regarding their house being coated in black dust is acknowledged.
3. The commenter's statement regarding climate change is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-577

Emma Kung

As a neighbor, I am opposed to the expansion, as the noise and pollution is already at a very high level, however I am wondering, will homeowners be provided new soundproof windows and other soundproofing remediation and air filtration systems?

1

Response to Commenter P-577

1. The commenter's opposition to the Proposed Project is acknowledged. The noise analysis in the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project. The Port established the Oakland Airport-Community Noise Management Forum in 1998 (Noise Forum), to provide a committee comprised of elected officials and citizen representatives to address aircraft noise issues related to OAK. With a 20+ year history, this forum is now an important standing venue for communication between the Airport and at least six neighboring communities and

the county. With input from the Noise Forum, the noise management program has continuously improved with implementation of noise minimization measures, data capture, documentation, and communication tools. These measures and tools include voluntary “fly quiet” procedures for pilots, a noise monitoring system, a noise complaint reporting system, web-based aircraft report dashboards, community advisories, and continued advocacy on behalf of the community regarding FAA management of flight paths.

Commenter P-578

Emma Kung

The noise and air pollution in Alameda from the air is already so bad. We can no longer carry on conversations without constant interruptions from airplane noise so bad it shakes the walls. Our house is coated inside with black dust I cannot keep up with cleaning. City of Alameda has told us climate change is the greatest threat our city is currently facing. Greatly increasing flights and paving over even more plant life is the exact opposite strategy for reducing warming and pollution in our city.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-578

1. The commenter’s statement regarding noise and air pollution is acknowledged.
2. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at

OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-579**Jeremiah Kung**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-579

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-580
Tom Kunhardt

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-580

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-581**Rosie Kuo**

Leaded avgas is NOT okay!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-581

1. The commenter's statement regarding leaded aviation gas is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-582

Doris Kwok

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. It's too much noise. More Flights= More noise. | 4 |
| 5. Sea level rise threatens shoreline development. | 5 |
| 6. Labor rights are at stake. | 6 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. We have alternatives. Invest in Rail. | 8 |
| 9. We have alternatives like remote business and conferencing. | 9 |
| 10. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-582

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-583

Susanna and Lyle La Faver

Use of North Field rattles my home and sets off car alarms. My asthma is acerbated by air quality. PLEASE, no expansion. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 10 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-583

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-584**Laakea Laano**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-584

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-585**Maggie Lai**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-585

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-586**Alan Lam**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-586

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-587

Danny Lam

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-587

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.

8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-588**Joanne Lam**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-588

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-589**Sandra Lance**

No to the expansion!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-589

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-590**Carol Lane**

Please consider the negative results of this expansion.	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-590

1. **Chapter 3** of the EIR discusses the existing conditions and potential environmental impacts that may result from the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-591**Diana Lang**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-591

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-592**Patricia Lang**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-592

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-593

Steve Larkin

Personnel that make decisions to route jet traffic on alternate runways are not acting responsibly. If they could consider homeowners on Bay Farm there may be a chance to subsist with increased traffic but based on the sheer arrogance displayed recently with increased noise over a three day period this is highly unlikely.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-593

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-594

Holly Larsen

As a Bay Farm Island resident, I worry about noise and climate impacts. Water rise is a huge concern. Please reconsider this project.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-594

1. **Section 3.7 and 3.11** of the EIR provide an analysis of greenhouse gas and noise impacts, respectively, that would occur as a result of the implementation of the Proposed Project. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-595

Anthony Lawson

Pro-expansion. Please do.

1

Particularly with the limits put on SFO. What are the alternatives? Limiting infrastructure growth will not limit demand.

2

Response to Commenter P-595

1. The commenter's support of the Proposed Project is acknowledged.
2. The commenter's statement regarding SFO is acknowledged. For a discussion of alternatives to the Proposed Project at OAK, see **Chapter 4** of the EIR and Global Response I: Alternatives.

Commenter P-596

Stanley Layson

The current runways are already producing excessive noise especially the FedEx and UPS airplanes.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-596

1. The commenter's statement regarding the noise on the current runways is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-597**Christine Lazzetti**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-597

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-598**Dan Lazzetti**

I live on Bay Farm Island and can attest to the noise generated by the airport and planes taking off. The airport does not enforce the existing flight path guidelines that are supposed to minimize noise for residents of our community. Adding more planes means this will get worse. Fix the current problems before expanding.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-598

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-599**Josephine Le**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-599

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-600**Donna Learn**

As a 61-year resident of the East Bay: 10-year Harbor Bay Alameda resident, and 51-year resident of San Lorenzo, I have concerns regarding the current plans for the Oakland Modernization expansion project. Here is a list of my concerns.

-The Port of Oakland's stance is they do not regulate jet aircraft usage or carbon fuel usage therefore they claim to have no regulatory role or responsibility. The lack of regulatory authority over these issues is a concern. I believe the Port of Oakland should be concerned about their role in contributing to global warming and noise pollution. They want to reap the financial benefits from expansion, but do not want to acknowledge their role in enabling and increasing the negative environmental impact created by their authority in expansion of the airport.

-The current study fails to take into account the impact of noise and air pollution upon the Chinese Christian School located on North Loop Road.
 -The current study fails to take into account impact of noise and air pollution upon the Harbor Bay KindeCare and Bright Horizons Preschools.
 -The study lists two public schools only for Harbor Bay. Private schools and adult care facilities should be included.

-The BAAQMD monitors for air quality are not located on Bay Farm Island or Harbor Bay Island. Further study for air quality closer to the airport and surrounding neighborhoods near North Loop road is needed.
 -Further carbon particulate studies are needed for how black carbon soot is impacting the surrounding homes on Harbor Bay and Bay Farm Island. Many roofs and ground areas are often covered with black carbon soot. Although such studies are not required. I believe a study should be conducted since evidence suggests the community is being impacted by black carbon and this does impact the health of residents.

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-The current noise monitors are not located close to the Harbor Bay Housing communities. Intermittent noise exceeding standards for periods of time lasting minutes to seconds does not take into account the long-term impact upon the citizens with daily exposure to this noise. FedEx operations late at night 2am to 3am that reposition 8 to 13 aircraft the first week of the month in quick processional flights is not considered. Idling aircraft noise is not measured. The noise criteria is not reasonable and lacks data in regard to long term noise exposure to intermittent noise, which violates and exceeds moderate noise levels. Further studies are needed. A study measuring the hearing loss for residents is requested to document the long-term effects upon the surrounding communities. Although such studies are not required by current law, such studies are needed and ethically should be considered.

4

-The Port of Oakland should not be allowed to fill-in the San Francisco Bay or estuaries for Terminal C alternative plan, which is not reasonable and would have a huge impact upon the surrounding wildlife.

5

-The Port of Oakland allows the sales of fuels at the airport site, and most likely takes profits from these activities. The Port of Oakland should require blended fuels only to reduce the carbon footprint from aircraft activity.

6

-The Port of Oakland should not increase parking surface areas, but decrease parking surface lots to encourage citizens to use shuttles, Bart and other public transit. This would assist in lowering the carbon footprint -The Port of Oakland should be required to become a LEED partner, by increasing the use of solar at the airport by placing solar on roofs and covered walkways.

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-The Port of Oakland should relocate parking to the Oakland Coliseum existing South lots and run shuttles to the airport facility.

9

-The Port of Oakland should become an environmental leader and example of what a modern airport can be. Lead in pushing Boeing and others to create a lower carbon footprint. Lead to work with the oil industry to provide better blended or carbon neutral energy sources. Lead in promoting alternative fuels.

10

Response to Commenter P-600

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.
4. For a discussion on the methodology used for the noise analysis, see Global Response D: Noise. Also see response to Comment #2 of this letter.
5. **Chapter 4** of the EIR provides a description of other alternatives that were reviewed and presents the reasons each of these other alternatives was either brought forward for or screened (eliminated) from further study. The purpose of the alternatives analysis is to explore ways that the objectives of the Proposed Project could be attained while reducing or avoiding significant environmental impacts of the project as proposed. This process is intended to foster informed decision-making in the environmental process. The Terminal Development Area C alternative was screened from further evaluation and is not included as the Proposed Project.
6. **Section 3.7.3.1** of the EIR indicates that one of the initiatives to reduce GHG emissions at OAK is to continue engaging with airlines and regional partners to promote increased use of Sustainable Aviation Fuel (SAF) as a replacement for conventional jet fuel. Although the Port does not have the authority to control what types of aviation fuel are used by airlines operating at OAK, the Port will continue to engage with other entities to promote SAF use at OAK as one of many initiatives available to reduce GHG emissions. See also Global Response H: Alternative Fuels.
7. OAK provides infrastructure and encourages alternate modes of transportation such as bike paths leading to the airport, bike parking, and the BART connector.
8. **Section 3.7.3.1** of the EIR identifies that the Port is participating in the Airports Council International (ACI) Airport Carbon Accreditation (ACA) Program and has achieved Level 1 Accreditation: Mapping. The Port subsequently achieved Level 2 Accreditation: Reduction in 2023 and Level 3 Accreditation: Optimization in 2024. As part of the accreditation, the Port developed and signed Carbon Reduction Statements with a goal of 50 percent emission reduction by 2030 and 100 percent zero emissions by 2040 from airport-owned and operated operations. The Port is committed to achieving subsequent levels of accreditation, which would require the Port to track GHG emissions and demonstrate further emissions reductions.
9. See response to Comment #7 of this letter.
10. See response to Comment #8 of this letter. Also see Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.

Commenter P-601**Donna Learn**

As a 61-year resident of the East Bay: 10-year Harbor Bay Alameda resident, and 51-year resident of San Lorenzo, I have concerns regarding the current plans for the Oakland Modernization expansion project. Here is a list of my concerns.

-The Port of Oakland's stance is they do not regulate jet aircraft usage or carbon fuel usage therefore they claim to have no regulatory role or responsibility. The lack of regulatory authority over these issues is a concern. I believe the Port of Oakland should be concerned about their role in contributing to global warming and noise pollution. They want to reap the financial benefits from expansion, but do not want acknowledge their role in enabling and increasing the negative environmental impact created by their authority in expansion of the airport.

-The current study fails to take into account the impact of noise and air pollution upon the Chinese Christian School located on North Loop Road.

-The current study fails to take into account impact of noise and air pollution upon the Harbor Bay KinderCare and Bright Horizons Preschools.

-The study lists two public schools only for Harbor Bay. Private schools and adult care facilities should be included.

-The BAAQMD monitors for air quality are not located on Bay Farm Island or Harbor Bay Island. Further study for air quality closer to the airport and surrounding neighborhoods near North Loop road is needed.

-Further carbon particulate studies are needed for how black carbon soot is impacting the surrounding homes on Harbor Bay and Bay Farm Island. Many roofs and ground areas are often covered with black carbon soot. Although such studies are not required. I believe a study should be conducted since evidence suggests the community is being impacted by black carbon and this does impact the health of residents.

-The current noise monitors are not located close to the Harbor Bay Housing communities. Intermittent noise exceeding standards for periods of time lasting minutes to seconds does not take into account the long-term impact upon the citizens with daily exposure to this noise. FedEx operations late at night 2am to 3am that reposition 8 to 13 aircraft the first week of the month in quick processional flights is not considered. Idling aircraft noise is not measured. The noise criteria is not reasonable and lacks data in regards to long term noise exposure to intermittent noise, which violates and exceeds moderate noise levels. Further studies are needed. A study measuring the hearing loss for residents is requested to document the long-term effects upon the surrounding communities. Although such studies are not required by current law, such studies are needed and ethically should be considered.

-The Port of Oakland should not be allowed to fill-in the San Francisco Bay or estuaries for Terminal C alternative plan, which is not reasonable and would have a huge impact upon the surrounding wildlife.

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| -The Port of Oakland allows the sales of fuels at the airport site, and most likely takes profits from these activities. The Port of Oakland should require blended fuels only to reduce the carbon footprint from aircraft activity. | 6 |
| -The Port of Oakland should not increase parking surface areas, but decrease parking surface lots to encourage citizens to use shuttles, Bart and other public transit. This would assist in lowering the carbon footprint | 7 |
| -The Port of Oakland should be required to become a LEED partner, by increasing the use of solar at the airport by placing solar on roofs and covered walkways. | 8 |
| -The Port of Oakland should relocate parking to the Oakland Coliseum existing South lots and run shuttles to the airport facility. | 9 |
| -The Port of Oakland should become an environmental leader and example of what a modern airport can be. Lead in pushing Boeing and others to create a lower carbon footprint. Lead to work with the oil industry to provide better blended or carbon neutral energy sources. Lead in promoting alternative fuels. | 10 |

Response to Commenter P-601

1. The commenter's statement regarding the Port of Oakland's concern with global warming and noise pollution is acknowledged.
2. The commenter's statement regarding health effects is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.
3. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
4. See response to Comment #3 of this letter.
5. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
6. The commenter's statement regarding blended fuels is acknowledged. Also see Global Response H: Alternative Fuels.
7. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.

8. The commenter's statement regarding the Port of Oakland becoming an LEED partner is acknowledged. **Section 3.7.3.1** of the EIR identifies that the Port is participating in the Airports Council International (ACI) Airport Carbon Accreditation (ACA) Program and has achieved Level 1 Accreditation: Mapping. The Port subsequently achieved Level 2 Accreditation: Reduction in 2023 and Level 3 Accreditation: Optimization in 2024. As part of the accreditation, the Port developed and signed Carbon Reduction Statements with a goal of 50 percent emission reduction by 2030 and 100 percent zero emissions by 2040 from airport-owned and operated operations. The Port is committed to achieving subsequent levels of accreditation, which would require the Port to track GHG emissions and demonstrate further emissions reductions.
9. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. See response to Comment #8 of this letter. Also see Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.

Commenter P-602**Margherite Lebbert**

The airport does not adhere to the existing parameters and limits of the CLASS settlement, which was designed to take the airport's surrounding community into account. This will negatively impact the surrounding cities and neighborhoods, but the wildlife along the shoreline, such as migrating and nesting birds. The airport also displays wanton disregard for the existing CLASS settlement by not utilizing over-the-bay take offs and landings and respecting noise levels.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-602

1. The Port participates in resiliency working groups with community members, such as the Oakland Alameda Adaptation Committee, to discuss flood control and flooding issues. Learning from the lived experience of residents, the Port has started planning and implementing specific adaptation projects. Having worked through the multi-year process of design and construction, the Port completed improvements to the perimeter dike in 2022 to protect the Airport from storm inundation and rising sea levels. The Port enhanced the stability of the Airport dike and raised its height by an additional 12 inches beyond the Federal Emergency Management Agency's (FEMA) 100-year flood standards to secure the Airport against flooding and to prepare for the effects of sea level rise from climate change. As a demonstration of the Port's commitment to engaging with the community, the Port will include the development of a Community Benefits Agreement (CBA) as part of the Proposed Project. See also Global Response E: Environmental Justice and Community Engagement

The Port does not have the authority to modify or change aircraft flight paths. See also Global Response B: Flight Paths and Procedures.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-603**Fred Lebe**

I oppose the Oakland Airport expansion.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
31. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
32. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
33. Aviation is hard to decarbonize and biofuels are not the answer.	5
34. It's too much noise. More Flights= More noise.	6
35. Sea level rise threatens shoreline development.	7
36. Labor rights are at stake.	8
37. Inequity: flying is an elite privilege with high costs for everyone else.	9
38. We have alternatives. Invest in Rail.	10
39. We have alternatives like remote business and conferencing.	
40. We need to shift towards climate-just transportation.	11

Response to Commenter P-603

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-604**A.R. Lee**

1. The noise is already unacceptable from current flights--Fed Ex, commercial, & private. Planes are flying over homes instead of the water; there are too many between 10 pm and 6 am, and the cargo planes especially don't respect the flight paths. When planes depart from North Field and flight directly over Bay Farm homes, it's actually impossible to have a conversation on the ground. Sometimes the noise sets off car alarms and/or causes detectable vibrations.

2. If indeed the demand is that high for more Bay Area flights--even with three international airports surrounding the water, then move eastward for an added location--where there is more unpopulated land AND less densely populated cities. Other cities have done that (Denver, for example) and are still thriving places.

3. If there is money to build more terminals to have more flights, there are other ways to spend it. Plenty could be done to update and upgrade the current OAK. Design a more efficient process for drop-offs and pick-ups; make connecting to the BART extension easier for those who are disabled. Hire more TSA agents so that long lines don't back up with only two agents on duty to process passengers. Create some waiting areas that are truly comfortable as well as utilitarian. Improve signage so that passengers aren't searching for information and direction and/or have more staff cruising to assist them.

3

4. I find it hard to believe that studies do NOT show harmful effects of not only noise pollution, but also air and water pollution. We have a beautiful area here in Alameda, with Bay Farm offering shoreline walks and parks. But lately it's difficult to enjoy them because of the frequency and proximity of the planes. Visitors have commented on this as being 'too bad' given the price we pay to live here. What about property values--with more plane noise and pollution as a constant state, realtors and homeowners should be concerned about their huge investments being devalued.

4

5. The windows offered only mitigate the noise slightly. Even with all windows and doors shut, planes often don't seem to follow the flight paths that do NOT proceed over homes, which if I understand the maps correctly, means they are NOT staying within the property lines of Port of Oakland ownership. The many reports we make to the phone line provided seem to fall into black holes because nothing changes to ameliorate the errors. How would INCREASING the number of planes' departures make that particular issue better. I'm not sure exactly who is responsible for insuring that pilots actually DO follow a 'legal' flight path: is it the airport management itself? The Port of Oakland entity? But for years all possible levels of management have been told about this issue and nothing is done.

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6. I have to also say that it is frustrating to see all this planning has been done behind the doors for so long before you have made plans public. It seems almost intentional that the people most affected by this proposed change--residents and neighbors to the site (and not the pockets of the money folks)--are the last to know about it, making it more difficult for us to learn more about it and present our opinions and concerns. We're talking about our quality of life being threatened.

6

Thank you for considering my comments. I hope that you can find a different way to welcome more people to the Bay Area without making current residents' daily lives noisier, dirtier, and more congested.

7

Response to Commenter P-604

1. The commenter's statement regarding nighttime flights and noise is acknowledged. A Sleep Disturbance Analysis is included in **Appendix M** of the EIR. For a discussion of noise, see Global Response D: Noise. For a discussion of flight paths, see Global Response B: Flight Paths and Procedures.
2. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter's statement regarding recommendations to upgrade and update OAK is acknowledged.

4. **Sections 3.3, 3.9, 3.11** of the EIR discuss air quality, hydrology, and noise impacts, respectively. No significant air quality, water quality, or noise impacts would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

5. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter’s statement regarding frustration over the Proposed Project’s planning process is acknowledged. **Chapter 6** of the EIR provides information regarding public outreach associated with the EIR. See also Global Response E: Environmental Justice and Community Outreach.
7. The commenter’s opposition to the Proposed Project is acknowledged.

Commenter P-605

Bobby Lee

Has interior configuration of the new passenger terminal been determined? e.g. Gate layout, passenger amenities, etc. If not, what part of the process will this be determined and public comment taken?

1

Response to Commenter P-605

1. The square footage identified in the Proposed Project is based on sizing of facilities using industry standards. Specific areas would be addressed during future detailed design. The Port is assessing the potential environmental effects of the Proposed Project and a determination as to whether or not to approve the Proposed Project will not be made until after certification of the Final EIR.

Commenter P-606

Daniel Lee

I oppose the Oakland Airport expansion. For years the Port of Oakland had worked with our community. Why can’t Oakland Airport continue working with the surrounding communities Alameda & San Leandro?

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-606

1. The commenter’s opposition to the Proposed Project is acknowledged. The Port has included the City of Alameda and the City of San Leandro in their public outreach coordination. **Chapter 6** of the EIR provides information regarding public outreach associated with the EIR. See also Global Response E: Environmental Justice and Community Outreach.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-607**Judy Lee**

I am raising two small children and I can't even watch a movie with them without hearing planes fly over us day and night. This needs to stop.

1

Response to Commenter P-607

1. The commenter's statement regarding aircraft noise day and night is acknowledged. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-608**Kyongri Lee**

I am opposed to adding a new terminal. My once-peaceful neighborhood now suffers from constant airplane noise and pollution already and I am frequently awakened from my sleep from the noise and cannot enjoy peace and quiet outside in my own backyard. Divert the flight path from Montclair/Oakland Hills and do not increase terminals and/or gates. If you think doing such is a good idea, put the flight path over your own neighborhood.

1

Response to Commenter P-608

1. The commenter's opposition to the Proposed Project is acknowledged. The commenter's statement regarding frequently being awakened from sleep because of noise is acknowledged. A Sleep Disturbance Analysis is included in **Appendix M** of the EIR. For a discussion of noise, see Global Response D: Noise. For a discussion of flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-609**Nancy Lee**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|--|----|
| 31. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 32. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 33. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 34. It's too much noise. More Flights= More noise. | 4 |
| 35. Sea level rise threatens shoreline development. | 5 |
| 36. Labor rights are at stake. | 6 |
| 37. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 38. We have alternatives. Invest in Rail. | 8 |
| 39. We have alternatives like remote business and conferencing. | 9 |
| 40. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-609

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-610**Timothy Lee**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-610

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-611**Lola Leeman**

We don't need planes. We need rail expansion.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-611

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-612

Cate Leger

We are in a climate crisis. Expanding flights at the Oakland airport is exactly the wrong direction. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-612

1. The commenter's statement regarding being in a climate crisis is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-613**Cate Leger**

In light of the climate crisis, the country should be expanding rail service not airports. In addition, I think the east bay already has its share of air pollution. We don't need more for more planes flying over.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

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• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-613

1. The commenter's statement regarding how the country should expand rail service instead of airports is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-614

Kevin Lei

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-614

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-615**Aaron Lemmon**

As an Alameda County homeowner resident within Oakland's Jack London Square, I am writing to wholeheartedly endorse this proposal to increase OAK gates from 29 to 45 with minimal environmental and related impacts. Thank you for providing such a detailed analysis of the research effort which was entirely satisfactory during my review. My only request is that a specific effort be made to diversify additional gates at OAK preferentially to Southwest Airlines competitors to increase ticket pricing aggressiveness while growing the total number of net new destinations available for direct flights. I also hope ample space will be set aside within the new layout for the specific purpose of setting up on-site airline lounge facilities (Delta Sky Club, Chase Sapphire/Capital One/American Express, etc.) for the benefit of passengers pre-departure to strengthen OAK value proposition as a formidable alternative to SFO.

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Response to Commenter P-615

1. The commenter's support for the Proposed Project is acknowledged.
2. The commenter's statement regarding a request to diversify additional gates at OAK is acknowledged. The Port's airport marketing group continuously works to encourage competition and diversity of carrier routes. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
3. The commenter's statement regarding airline lounge facilities is acknowledged. The square footage identified in the Proposed Project is based on sizing of facilities using industry standards. Specific areas would be addressed during future detailed design.

Commenter P-616**Ellen Leng**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

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|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-616

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-617**Kate Lenhardt**

I live very close to the Oakland Airport. The noise and pollution from the planes flying near my home already significantly impact my health and well-being. It's especially bad when planes reverse their landing direction and when planes use the runways on the North Field.

1

ALL flights must use the South Field and ALL flight paths must be over the bay, reducing flights over homes.

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-617

1. The commenter's statement regarding noise and air pollution is acknowledged. Noise impacts of the Proposed Project were analyzed in **Section 3.11** of the EIR. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
2. See Response to Comment #1 of this letter.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-618**Kate Lenhardt**

I live three miles from the Oakland airport. I encourage the Port to protect the health and well-being of my community and reject this proposal.

1

The Draft EIR does not fully evaluate the noise impacts on surrounding communities from more flights overhead. Even today, with the current number of flights, my health and well-being are greatly impacted.. I cannot sleep thoroughly when my windows are open, which I need to do to cool my home at night. Most homes in my community do not have the luxury of air conditioning and there are many, many homes under the flight paths.. This area is crowded with multifamily homes providing a more affordable housing option to those of us who are less well off.

2

I cannot hear normal conversation outdoors.. I cannot hear my TV or normal conversation with patio door or windows open, again, in order to cool my home. I have only been able to hear the TV with my patio door closed since installing a double-pane patio door, an option not everyone can afford.

The roar of jet planes overhead is distressing.. You might imagine that we get used to it, but recent research has shown that though we might get used to it psychologically, we can never get used to it physiologically.

Our body is flooded with cortisol, putting us in a state of alarm, every time a plane roars overhead, shaving years off of our lives. It's become worse since more flight paths are directly over our homes rather than directly over the Bay.

I encourage the Port to protect the health and well-being of my community and reject this project.. Thank you for your time and attention.

3

Response to Commenter P-618

1. The commenter's statement regarding protecting the community's health and well-being by rejecting the Proposed Project is acknowledged.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project. For additional discussion on noise, see Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-619

Catherine Leong

I share many concerns with my fellow Alameda neighbors who strongly oppose the proposed expansion of Oakland Airport.

1

This proposed project of 900,000 square feet of new terminal space will most certainly have profound negative impacts on the quality of life for all residents and schools in our community. The Port's DEIR is inadequate and greatly flawed with regards to the true impacts of adding to this airport, creating a great deal of concern about exactly what the Port has in mind.

2

The Port's DIER specifically states the following: (I note only a couple of points but there is much more to be concerned with)

3

- "The majority of ROG and NOX emissions result from aircraft operations, which the Port does not have the authority to regulate". With all due respect, the Port does have the authority to regulate by not building this new terminal, therefore eliminating the need for additional flights.

- "No significant impact but adding the new terminal". How is this possible? with up to 24million + additional passengers projected, all the vehicle trips to OAK, the additional airline trips, etc. The noise pollution, the air pollution alone is beyond significant.

4

In my lay terms and from my personal experience living close to OAK, I share that with an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Alameda's Bay Farm Island and Alameda's Main Island, would mean louder, more frequent noise disturbances as well as jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values negatively impacting the tax income of Alameda County, the City of Alameda and the State of California, severe environmental and wildlife concerns, as well as increased vehicular traffic & pollution.

5

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents,

6

I am asking that the Port of Oakland conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurately estimated noise and air pollution impacts on the residents most impacted by this expansion.

7

Emission calculations are not included in technical appendices nor elsewhere for we, the public, to review. There is no explanation as to how construction criteria pollutants, operational criteria pollutants, GHG and toxic air contaminant (TAC) emission calculations were derived. No backup documentation, equipment assumptions, aircraft assumptions, inputs, emission factors or methodology is included; thereby rendering meaningful third-party review impossible. As a result, the DIER document fails to adequately disclose to the public, potential impacts associated with air pollution exposure as required by CEQA.

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.).

8

In addition to the aforementioned concerns, the Bay Area News Group article from October 13, 2023 states the Oakland Airport is suffering from a decline in the number of air travelers it handled for each of the last 3 months when compared to the same months in 2022, down 10.1% in August 2023, down 7.1% in July and down 5.8% in June. This weakening trend (down 15% from 2019). This expansion comes at a time that the world is urging fewer flights as to lessen impact on our global existence. Emissions from aviation are a significant contributor to climate change. Non-CO2 climate impacts mean aviation accounts for 3.5% of global warming. Aviation accounts for around 2.5% of global CO2 emissions, but its overall contribution to climate change is higher. This is because air travel does not only emit CO2: it affects the climate in a number of more complex ways. Aviation, i.e. air transport, accounts for about 12 percent of total transport emissions. Why go backwards, especially in "green" California?

9

Between this downward trend and given what we know about the Climate Crisis and the resulting threat sea level rise poses to our very community, no industry as dependent upon the consumption of fossil fuels as the air travel industry should be allowed to expand operations in our backyard and on our watch for the betterment of the global community.

All in all, the Port has failed to explain the true impacts of this proposed development and show that proper due diligence has been done and the air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

10

This is a tremendous concern as our community's lifestyle would be negatively impacted and permanently hindered with this expansion. Please do not approve the expansion proposal.

Response to Commenter P-619

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 3** of the EIR discusses the existing conditions and potential environmental impacts that may result from the Proposed Project.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.
4. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is

intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.

Sections 3.4 and 3.13 of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.

5. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
7. Detailed air quality reports in **Appendix F** of the EIR. The EIR contains detailed analyses that identifies the impacts of the Proposed Project and identifies measures to reduce the magnitude of impacts to a less than significant level.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
9. For a discussion on forecast airport activity, see Global Response A: Aviation Forecast.
10. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-620

Catherine Leong

Even beyond the potential for significant noise impacts, property values plummeting, given all we know about our global climate crisis no industry as dependent upon the consumption of fossil fuels as is the air travel industry should be allowed to expand operations in our backyard and on our watch.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-620

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-621**Cathy Leong**

As a neighbor, why were we not informed of these meetings?
until now I had no clue...this is just not right
please advise.

1

PS yes I just signed up to receive your information moving forward.

Response to Commenter P-621

1. **Chapter 6** of the EIR provides information regarding public outreach associated with the publication of the EIR. Notice of the times and location(s) were published prior to the public meetings via newspaper advertisements, press releases, postcards, eblasts, social media posts, and on-site Airport advertisements

The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-622**Kevin M. Leong**

The Port of Oakland should modify their plans for the "Oakland Airport Expansion" project to impact only Oakland residents, not Alameda residents.

1

Response to Commenter P-622

1. The commenter's statement regarding modifying the plans for the Proposed Project to impact only Oakland residents is acknowledged.

Commenter P-623**Sheila Lewellyn**

The noise and air pollution offsets any extra travel benefit from such an expansion. It is not worth it to me.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-623

1. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-624**Linda Lewis**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-624

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-625**Margie Lewis**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-625

23. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
24. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
25. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
26. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
27. For a discussion of aircraft noise, see Global Response D: Noise.
28. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
29. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
30. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
31. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

32. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-626

Melynda Li

Recently more flights are flying right on top of my house. It significantly increased more pollution and affected our quality of air in the neighborhood. Also, the noise really affected my work from home. Most importantly, these airplanes fly in a low elevation and directly affect our enjoyment of our home and neighborhood. Stop more flights above our Bay Farm Island.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
 3. Aviation is hard to decarbonize and biofuels are not the answer.
 4. It's too much noise. More Flights= More noise.
 5. Sea level rise threatens shoreline development.
 6. Labor rights are at stake.
 7. Inequity: flying is an elite privilege with high costs for everyone else.
 8. We have alternatives. Invest in Rail.
 9. We have alternatives like remote business and conferencing.
 10. We need to shift towards climate-just transportation.

Response to Commenter P-626

1. The commenter's statements regarding more flights and increase pollution and noise are acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in

aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-627

Danica Liang

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-627

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-628**Julia Lichtenstein**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | | |
|-----|--|----|
| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| 4. | It's too much noise. More Flights= More noise. | 5 |
| 5. | Sea level rise threatens shoreline development. | 6 |
| 6. | Labor rights are at stake. | 7 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| 8. | We have alternatives. Invest in Rail. | 9 |
| 9. | We have alternatives like remote business and conferencing. | |
| 10. | We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-628

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-629

Leah Liebler

I oppose the expansion of OAK as it will add more pollution over Alameda. What's going to be done to minimize noise and air pollution?	1	2
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Response to Commenter P-629

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. See also Global Response D: Noise.

Commenter P-630**Benjamin Lin**

I'd like to preface that the airline industry makes up \$1.25 trillion in the United States and this is important because many jobs depend on it. However, expanding the airline industry would only increase the damages when it eventually needs to go. Additionally, it is

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

2

Response to Commenter P-630

1. The commenter's statement regarding the economics of the airline industry is acknowledged.
2. The commenter's statement regarding the deterioration of global air quality is acknowledged.

Commenter P-631**Christopher Lish**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-631

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-632**Deanne Liu**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-632

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-633

Meijing Liu

We are one of the residents of Bay Farm island. The current OAK airport has brought a lot of aircraft noise to my neighborhood already, and it is disturbing to know that OAK is planning on adding another terminal which would result in more aircraft noise. The current noise is impacting our daily life as we work from home. And it also affects our sleep when we leave the windows open during summer. Sometimes the air traffic is so busy that the noise occurs every 2 to 5 minutes, and that is unbearable and unacceptable.

What is the Port of Oakland doing to mitigate and minimize the amount of noise this new terminal shall bring? Thank you!

1

Response to Commenter P-633

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented. See also Global Response D: Noise.

Commenter P-634

Chase Livingston

We have enough. Stop the expansion, reduce the unnecessary impact.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-634

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-635

Suzanne Llewellyn

Airlines must reduce emissions before expanding Oakland airport	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> Labor rights are at stake. 	8
<ul style="list-style-type: none"> Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> We need to shift towards climate-just transportation. 	11

Response to Commenter P-635

- The commenter's statement regarding how airlines should reduce emissions is acknowledged.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-636
Charlie Lloyd

I've been reading the draft EIR for the OAK expansion as I prepare to comment on it. I'd like to understand two specific points in it.

1.

The report mentions that the Port does not have the authority to mitigate GHG emissions associated with aircraft operations. **Question 1:** *Whose authority does aircraft operations GHG emissions mitigation fall within as regards the Proposed Project?*

1

2.

The aviation demand model appears to assume that air travel is completely inelastic. For example, on 3.7-12 we read (with omissions for clarity):

Aircraft emissions [...] would occur [...] regardless of permitting and construction of the Proposed Project.

And on 3.7-19:

These GHG emissions would result from projected demand and would occur whether the Proposed Project is constructed or not. The increase in emissions is driven by projected increases in aircraft operations at the Airport, as discussed in Chapter 2.

If I understand correctly, this is an assumption that aviation use is unconditional on the availability and convenience of aviation. **Question 2:** *Where can I find this assumption of inelasticity justified?*

1

I'd appreciate a response in time to make a comment that is informed by the answers to both questions.

3

Response to Commenter P-636

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. See response to Comment #1 of this letter and Global Response A: Aviation Forecast.
3. The commenter's statement requesting a response to their comments is acknowledged. Responses to comments received during the public comment period are included in **Appendix P**.

Commenter P-637

Amy Loebel

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- 1 • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- 2 • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- 3 • Aviation is hard to decarbonize and biofuels are not the answer.
- 4 • It's too much noise. More Flights= More noise.
- 5 • Sea level rise threatens shoreline development.
- 6 • Labor rights are at stake.
- 7 • Inequity: flying is an elite privilege with high costs for everyone else.
- 8 • We have alternatives. Invest in Rail.
- 9 • We have alternatives like remote business and conferencing.
- 10 • We need to shift towards climate-just transportation.

Response to Commenter P-637

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-638**Henry Long**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-638

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-639

Bill Longwell

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-639

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-640**Kristen Loomis**

I realize this request is shocking, but the climate crisis is truly upon us, and we need to scrutinize everything we do, and make the decisions that will promote a livable future. We need fewer planes; they are now a benefit with serious consequences, and we need to cut back.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 10 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-640

1. The commenter's statement regarding the climate crisis is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-641

Cori Lopez

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-641

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-642

Karen Lopez

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.	10
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Response to Commenter P-642

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-643

Patricia Lopez

The negative effect on environment. Noise , extra traffic. Nothing positive	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-643

1. **Section 3.11 and 3.13** of the EIR discuss noise and traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-644**Patty Lopez**

I am very concerned about the impact this will have on the physical & mental health of myself/others living in the vicinity of the Oakland Airport. I'm also concerned about the impact it will have on our environment & global warming. Lastly, but not least, I am also concerned about the noise it will create. It is already disruptive to my sleep & quality of life. Adding an expansion would be even more disruptive. I Oppose the expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

21. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

22. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

23. Aviation is hard to decarbonize and biofuels are not the answer.

24. It's too much noise. More Flights= More noise.

25. Sea level rise threatens shoreline development.

26. Labor rights are at stake.

27. Inequity: flying is an elite privilege with high costs for everyone else.

28. We have alternatives. Invest in Rail.

29. We have alternatives like remote business and conferencing.

30. We need to shift towards climate-just transportation.

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Response to Commenter P-644

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project.
2. **Chapter 3** of the EIR describes the potential environmental impacts that could occur as a result of the implementation of the Proposed Project. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement regarding noise disrupting their sleep and quality of life is acknowledged. A sleep disturbance analysis is included in **Appendix M**.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

4. The commenter's opposition to the Proposed Project is acknowledged.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-645
Rosalinda Lorenzo

So I came here along with Junior and I live nearby here in Oakland near to the airport.. I work as a cleaning the cabins.

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

Response to Commenter P-645

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. See also Global Response F: Human Health Risk Assessment. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

Commenter P-646**Bart Lounsbury**

As a resident of North Oakland (under several FAA NextGen airplane highways) and citizen worried about climate change, I have very significant concerns with this proposal's effects on the environment at large and on residents like me, who must bear a considerable burden of air and noise pollution from airport activities. The Port has also advanced no particular justification for this expansion other than bureaucratic momentum that pre-dates the pandemic.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-646

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-647**Carina Lovell**

Climate change is HERE because of air travel- let's not worsens it. As a student, I will be the one feeling the impacts of this expansion in the near future.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-647

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-648**Alger Low**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-648

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-649

Julie Lowe

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-649

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-650**Yorkman Lowe**

we found this discussion very interesting, and will be sure to watch it Aug 30.

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Yorkman Lowe and Irene Westler

it was very well done and professional. we live in Emeryville and Piedmont. this project may affect our homes.

Response to Commenter P-650

1. The commenter's statement regarding participation in the public meetings is acknowledged.

Commenter P-651**Connie Lu**

I live in Bayfarm where the planes flies right above my home. I am not happy with the expansion program and rejecting to this unless the Oakland Airport agrees to pay for noise reduction program by upgrading the resident of Bayfarm windows to ensure noise will be reduced especially at night when we are sleeping.

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I want Oakland Airport to pay for triple panes windows to all residents in Bayfarm.

When SFO expanded their terminal with their renovation program, they had this triple pane options and subsidized program for the surrounding neighbors who was affected by the noise.

Oakland needs to have this as well for residents who will be affected by the noise. We are already having to deal with the daily noise of the planes across our heads. With the expansion, the noise will only worsen.

Response to Commenter P-651

1. The commenter's statement regarding noise and opposition to the Proposed Project is acknowledged. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-652**Joyce Luh**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-652

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-653
Tiffany Luk-Hirai

As someone who was born and raised here, and have spent 30+ years on Bay Farm, it saddens me to think of all the pollution and see how much more noise and disturbance from the airport we get. We have upgraded our windows and still I wake at 5 AM to the loud airplanes overhead. In addition, learning all the potential health affects the constant airplanes may have, it's sad to think I may be indirectly hurting my 5 year old twins living in such a wonderful neighborhood I've always called home. We do NOT want this expansion!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

31. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
32. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
33. Aviation is hard to decarbonize and biofuels are not the answer.
34. It's too much noise. More Flights= More noise.
35. Sea level rise threatens shoreline development.
36. Labor rights are at stake.
37. Inequity: flying is an elite privilege with high costs for everyone else.
38. We have alternatives. Invest in Rail.
39. We have alternatives like remote business and conferencing.
40. We need to shift towards climate-just transportation.

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Response to Commenter P-653

1. The commenter's statement regarding the pollution and noise from the airport is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of

the Proposed Project. Also see Global Response E: Environmental Justice and Community Engagement.

3. The commenter's opposition to the Proposed Project is acknowledged.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-654**Jeff Luntzel**

I've been around the aerospace industry -- Do you mind me speaking German, sprechen zi Deutsch? Anyways, I was an Air Force brat okay.· I've lived in Tripoli, Libya for three years in the 60's. I remember when Kennedy was assassinated..· I've been -- my dad served in World War 2, Korea, and Vietnam.· My uncle, his younger brother, Don Luntzel, worked for Lockheed Space and Missile for over 40 years..· I know what technology can do and it does good okay?· Why don't we all move to Lancaster, Pennsylvania and become Amish and buy a horse and carriage if you want to go back in time and for the NIMBYs here that "Not in my backyard," Bay Farm in Alameda, that's the only place that's close to the flight path..· Within ten years every airplane, commercial airplane, will be electric, there will be no pollution, so what are you worried about people?

And as far as sea level, addressing you Peter, sea level problems, what do they do in Holland?· They build dikes, okay?· Solved..· Federal money, State money, all kinds of money if this is true..· I haven't made a decision on whether climate change -- you see, every year it's different. California never has one year-to-year that is the same..· That's what we do in -- I lived in a Mediterranean climate in North Africa when I was nine years old, attacked by Muslims, almost killed, and the Sahara Desert we had the highest temperature ever recorded in the world ten miles from where I lived in Libya, 129 in the shade..· Now they have a higher temperature -- this was in 1910.

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

Response to Commenter P-654

1. The commenter's statement regarding technology, flight paths, climate change, and sea level rise is acknowledged.
2. The commenter's statement regarding there being no climate normal and loving Oakland Airport is acknowledged.

Commenter P-655**Christopher Lutz**

We all need to reduce our fossil fuel consumption including flying less. Expansion of the Oakland Airport is a step in the wrong direction given the all the climate change dangers.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-655

1. The commenter’s statement regarding flying less is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-656

Alex Lynch

I live in Alameda, and do not want more noise or pollution near my family. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-656

1. The commenter's statement regarding noise and pollution is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-657

Mckenzie Lyon

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-657

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-658**JoAnn Ma**

I strongly oppose expanding of the oakland airport due to air, noise and fuel pollution. As a household with asthmatic and ADHD kids, it is difficult to manage the noises and pollutants as they are now. I cannot imagine what level of harm will bring to our family if more airplanes flying over our heads.

Running jet engines even when they are taxiing are proven to severely impact the health of the residents situating within 6 miles from the airport.

This potential expansion will not only our health but also the value of our homes due to all the additional hazards.

Therefore I strongly oppose this plan.

1

Response to Commenter P-658

1. As part of the air quality analysis included in **Section 3.3** of the \EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of noise, see Global Response D: Noise.
2. The commenter's statement opposition to the Proposed Project is acknowledged.

Commenter P-659**Sophia Mac**

I'm in eleventh grade and a member of "Youth Power Climate Action."· We supported an art contest on the theme of environmental impacts of airport expansion. Erica Newman the fifth grade essay winner asked me to read this because she is celebrating her birthday tonight.. She says, "I'm fully aware that this plan to expand the Oakland airport could increase the amount of money earned and more money means nicer things but think of this.. If we increase the amount we fly California will have more wildfires.. Some places in California will be too hot to live in.. San Joaquin Valley and Tulare Lake Basin have already flooded from the bad California storms.

If agricultural land gets flooded there won't be enough food and that would cause food shortages.. As icebergs melt the sea level will rise and the cities near the coast will flood so what's the purpose of nicer things if we can't live in California?"· Therefore, having now heard what Erica has said we should modernize the airport without expanding it.. Thank you.

1

2

Response to Commenter P-659

1. For a discussion of climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Commenter P-660**Nancy Mach**

Nancy mach	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-660

1. The commenter's comment is unrelated to the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-661

Judy Maclean

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-661

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-662**Heather Macleod**

As a world, we need to cut emissions in half in the next 7 years. We need to REDUCE air travel, not expand it.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-662

1. The commenter's statement about reducing air travel is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-663**Heather Macleod**

I'm a teacher and one of the adult advisors for "Youth Power Climate Action." I'd like to speak to the assumption in the DEIR that the airport has to expand because market forces and demand require it. Forecasting the future is always dicey and especially now when we live in unprecedented times. Market forces aren't some inevitable thing like the force of gravity. They're simply people and companies who hope to make a profit; the airline companies who spend millions on advertising and frequent flier incentives to create a habit of flying, the oil companies who care more about the billions of dollars they can make than they do about the health and well-being of people and animals on our planet but there are forces that will decrease the number of airline passengers as well. Not only the storms and fires that cancel flights but the force of human creativity which allows us to find ways to have great vacations close to home, the forces of self-preservation and love for future generations, the forces of caring and of rationality make people decide to try less polluting forms of transportation or to cut one or two flights so they can cut their personal emissions in half.

1

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

2

Response to Commenter P-663

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.

Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-664

Heather Macleod

I'm a teacher and I live in East Oakland.. I'm with "Stop OAK Expansion Coalition."

1

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

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

2

The point isn't what you can regulate. It's the effects of what you choose to do.. By building 16 more Port gates the Port is responsible for inviting, encouraging, and enabling increased airline emissions.. Please don't expand the airport. I know it is needed the change of plan that you've worked on for so long but there are other ways to make money, there are other ways to travel.

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

3

Response to Commenter P-664

1. The commenter's statement regarding their students learning about and reacting to climate change is acknowledged.
2. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines

retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

3. The commenter's statement about their travel modes is acknowledged.

Commenter P-665

Ginny Madsen

I live only a few miles as the crows fly from Oakland Airport . II can literally see what is happening at the airport shoreline from my back door: Sea Level Rise. And I share airspace with the airport. The future survival of the airport would be better served by putting those new gates up on stilts and adding piers for water taxis. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-665

1. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-666**Joseph Magnello**

Looking forward to seeing the growth meet the demand.

1

Response to Commenter P-666

1. The commenter's statement regarding looking forward to seeing the growth meet the demand is acknowledged.

Commenter P-667**Karen Magnuson**

Aside from the added noise is the pollution. The plants in my yard are covered with residual exhaust from the planes. A thin layer of sticky black soot covers the leaves. That's what is visible, let alone what we breathe. It's going to be so much worse should the airport expand.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-667

1. The commenter's statement regarding residual exhaust in their yard is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based

on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-668**Ariana Mah**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-668

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-669
Sandra Marder

I live in Harbor Bay and there's already more than enough noise with the existing planes that fly out of Oakland airport. I just installed double pane windows and still have to keep my windows shut in order to listen to music or the TV or people talking n

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

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- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-669

1. The commenter's statement regarding aircraft noise is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-670**Sandra Marder**

I live in Harbor Bay and there's already more than enough noise with the existing planes that fly out of Oakland airport. I just installed double pane windows and still have to keep my windows shut in order to listen to music or the TV or people talking no more expansion in Oakland please.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-670

1. The commenter's statement regarding noise from existing planes is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-671
Mark Santa Maria

YOU MUST BE KIDDING US???????? Let me understand this mess you have created called Nextgen First. For the past five years we have been living with this nightmare, and all around the USA more and more people (Tax Payers) have been complaining about the increase of jet noise!!! and the program called Nextgen. We bought our home here in the Oakland hills for the quite, trees , and the nature that is here. Then Nextgen came to town and our lives have been changed, adding stress , countless sleepless nights, scaring my children with low flying jets , shaking our home, and the damage to it, the nonstop bombardment of jets, coming and going. We have made thousands of complaints with some asking for paths to be moved over the freeway system 13, 580, 880, or fly in over the frontage of the bay there is plenty of room there!! I mean if Nextgen is so great this should be a no problem right???????????? why cant you keep these flights over the bay????? who cares if it takes a few more minutes of flight time!! stop destroying lives, or at least spread out the flight paths its only fair why should a the oakland hills take the brunt of the noise!!!! or better yet the original flights paths. Oh they only worked for the past fifty years so lets screw things up and shove Nextgen down the tax payers throats. And know you want to add more gates????? Causing more harm to us. First fix the mess called Nextgen and listen to the tax payers who in fact pay for most of the programs. I have a bad feeling about this, the airports and the FAA are corrupt to the point of nausea and will do it anyway regardless of what we say. Well if this goes through we are done here, and will move!!!! we have had enough of the madness, the crime, crazy people, garbage, graffiti, homeless, drugs, high property taxes, the nonstop flights over our home and now this. We are throwing in the towel!!!!!!!!!!!! were done with Oakland!!!!!!!!!!!!!!

1

Response to Commenter P-671

1. The commenter's statement regarding NextGen is acknowledged and not related to the EIR. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-672**Allison Marin**

More flights = more global warming, more pollution, more noise. No thanks.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-672

1. The commenter's statement about more flights is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-673**Suzanne Marquis**

Do not expand the Oakland airport. The airport expansion would increase pollution, CO2 and noise. We already have too much of that from the Oakland airport and the Oakland Port. We don't need to expand the Oakland airport. The fact that it is small is wha

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-673

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-674
Suzanne Marquis

Do not expand the Oakland airport. The airport expansion would increase pollution, CO2 and noise. We already have too much of that from the Oakland airport and the Oakland Port. We don't need to expand the Oakland airport. The fact that it is small is what makes it nice. If we want big airport, we can go to San Francisco airport.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-674

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. The commenter's opposition to the Proposed Project and keeping OAK small is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed

Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-675
Susanna Marshland

I don't think this expansion and the noise and chaos that comes with it is necessary nor environmentally wise right now. I would likely be more supportive of this project if the planes were electrically powered. But as is, this expansion has a significant impact on the nearby communities.	1 2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	4
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	5
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	6
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	7
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	8
<ul style="list-style-type: none"> • Labor rights are at stake. 	9
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	10
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	11
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	12

Response to Commenter P-675

1. The commenter's statement regarding noise is acknowledged.
2. The commenter's statement regarding being supportive of the Proposed Project if planes were electrically powered is acknowledged. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area. Currently at OAK Terminals 1 and 2, the Port provides infrastructure to allow tenants and airlines to plug into the electrical grid system. See also Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-676
Susanna Marshland

I would likely be more supportive of this project if the planes were electrically powered. But as is, this expansion has a significant impact on the nearby communities. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-676

1. The commenter's statement regarding being supportive of the Proposed Project if planes were electrically powered is acknowledged. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area. Currently at OAK Terminals 1 and 2, the Port provides infrastructure to allow tenants and airlines to plug into the electrical grid system. See also Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-677
Susanna Marshland

I don't think this expansion and the noise and chaos that comes with it is necessary nor environmentally wise right now. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-677

1. The commenter's statement regarding expansion not being environmentally wise right now is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-678**Bob Martin**

I am dead set against airport expansion in Oakland (or anywhere for that matter). We are in the midst of a climate crisis and the most suicidal and therefore stupidest thing we can do is continuing using fossil fuels. Planning to increase their use through expanding jet travel has to be called murderous and sociopathic. Anyone even considering doing this should be removed from their position of power immediately.

Response to Commenter P-678

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-679**Bob Martin**

I have taken a lifetime pledge never to fly again because I want there to be a future for humanity. We must rapidly decrease flying as part of the existential battle to fight the climate crisis. The last thing we need is an airport expansion. We need a quick contraction!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-679

1. The commenter's statement pledging to never fly again is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast

market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-680**Earnest Martin**

I attended the public meeting presented by the Port of Oakland on 8/15/2023. I was unable to get my noise questions answered before the presentation at the noise booth due to a line of people waiting to ask questions to the one port rep they had designated for this. How do I contact the person responsible for public noise concerns? thank you

1

Response to Commenter P-680

1. RS&H to prepare response.

Commenter P-681**Suzanne Martin**

I LOVE the convenience and size of OAK. It can use some upgrades but definitely does NOT need to be expanded. If we want a large airport, we can go to SFO, which is close enough for the large international airplanes. Keep OAK just-right-sized!

Thank you.

1

Response to Commenter P-681

1. The commenter's statement regarding loving the size and convenience of OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.

Commenter P-682**Suzanne Martin**

I enjoy living on Bay Farm Island in Alameda. The airport has been a pretty good neighbor. Occasionally, there are non-compliant flights that wake us up when flying outside the regulated hours. When there is construction on the South Runway, the increased flight traffic and noise can be annoying, but I understand that safety is very important, so the inconvenience is understandable.

1

BUT, if the proposed airport expansion takes place, this will ruin our quiet neighborhoods! The continuous thundering of jets, resulting in dogs barking and car alarms going off is unacceptable! The smell of jet fuel is unhealthy, and the rumbling of windows is enough to drive any sane person crazy - not to mention, families with small children or sensitive adults, people trying to work from home, or anybody wanting some peace and quiet in their own houses. Everybody's property values will plummet on top of it all, preventing some families from selling and moving to quieter, more environmentally sound neighborhoods.

I strongly oppose the proposed airport expansion without significant mitigations to noise and environmental hazards!

2

Response to Commenter P-682

1. The commenter's statement regarding the airport being a good neighbor is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

2. The commenter's opposition to the Proposed Project is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.

Commenter P-683**Suzanne Martin**

We can handle the regular flights going over the water but when they're flying over our homes, the noise and smell of jet fuel is UNBEARABLE!! PLEASE DON'T EXPAND OVER OUR NEIGHBORHOODS!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-683

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-684

Henry Martinez

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-684

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-685**Joseph Martinez**

The Oakland airport expansion could lead to increased greenhouse gas emissions and air pollutants from flights, contributing to climate change and health risks. It will cause more noise and traffic congestion in nearby areas, impacting residents' quality of life. The project doesn't account for emissions from arriving and departing planes, which aren't regulated by the airport or state.	1 2 3
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	4
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	5
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	6
3. Aviation is hard to decarbonize and biofuels are not the answer.	7
4. It's too much noise. More Flights= More noise.	8
5. Sea level rise threatens shoreline development.	9
6. Labor rights are at stake.	10
7. Inequity: flying is an elite privilege with high costs for everyone else.	11

8. We have alternatives. Invest in Rail.	12
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	13

Response to Commenter P-685

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. **Section 3.11 and 3.13** of the EIR discuss noise and traffic impacts, respectively. No significant noise or traffic impacts would occur as a result of the implementation of the Proposed Project
3. As described in **Section 3.11.1.4** of the EIR, the Aviation Environmental Design Tool (AEDT), which is the model approved by the Federal Aviation Administration (FAA), takes into account all aircraft operations arriving and departing out of OAK as well as the time of day the operation is occurring. The model utilizes aircraft profiles to calculate noise emissions throughout an aircraft's flight track. See Global Response D: Noise for more information.

To provide a conservative analysis, the Port elected to compare impacts of future 2028 and 2038 levels of aviation activity at OAK to the impacts of 2019 OAK aviation activity. The reason this approach is conservative is not due to the selection of a 2019 baseline year. The approach is conservative because, as explained in the EIR and in Global Response C: Baseline, the Proposed Project would not change the market demand projections of aviation activity at OAK for 2028 and 2038. Because the Proposed Project would not cause a change in OAK aviation activity, those changes are not impacts of the Proposed Project and the Port was not legally required to analyze the impacts of such change. Unlike airport projects that add or reconfigure runways, for example, the Proposed Project improvements would not affect the number of flights that OAK could accommodate or their flight paths. Therefore, the Port chose to follow the example of the 2020 Norman Y. Mineta San José International Airport Master Plan EIR to describe, and explore potential mitigation for, the impacts of projected future increases in flight activity at OAK that would occur with or without the Proposed Project.

4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-686**Sharon Martinez**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-686

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-687

Sharon Martinez

Weekend of September 22-24th the airport needed to use North field airport runway for regular flights on SW/Alaska etc. due to work on taxi runway. It was so LOUD even w all our windows closed in our home. It took all the peace away from our community and disturbed sleep very much. This proposal will absolutely change Harbor Bay forever as no one will want to live w planes so LOUD and so close to our homes when they take off over our homes. It's one thing to have private small planes take off but super loud jet engines much closer to homes and have to gun it with liftoff, is unacceptable. Our property values will plummet. Rethink other options to avoid close flyovers. The Mayor can give a bogus # of how many people will be using Oakland airport. I fly and the airport is quiet most days as business travel greatly declined. It's all about OAKLAND getting their money.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

31. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

32. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

33. Aviation is hard to decarbonize and biofuels are not the answer.

5

34. It's too much noise. More Flights= More noise.

6

35. Sea level rise threatens shoreline development.

7

36. Labor rights are at stake.

8

37. Inequity: flying is an elite privilege with high costs for everyone else.

9

38. We have alternatives. Invest in Rail.

10

39. We have alternatives like remote business and conferencing.

11

40. We need to shift towards climate-just transportation.

12

Response to Commenter P-687

1. The commenter's statement regarding noise during the September 22nd to 24th is acknowledged. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics.

The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-688**Andrew Massey**

I live on Bayfarm Island in Alameda. Airplane noise and pollution is terrible, particularly from the expansion of private non-commercial jets that cater to luxury travelers. These aircraft fly at low altitude directly over my home. The pandemic offered

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-688

1. The commenter's statement regarding airplane noise and pollution is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-689**Andrew Massey**

I live on Bayfarm Island in Alameda. Airplane noise and pollution is terrible, particularly from the expansion of private non-commercial jets that cater to luxury travelers. These aircraft fly at low altitude directly over my home. The pandemic offered a welcome reprieve from airplane noise. The thought of airport expansion and the increase in noise and pollution is unacceptable. The Port should eliminate space for general aircraft that cater to the wealthy few and use it instead for certificated aircraft before expanding the airport.

1

There is a global dimension too. The High Speed Rail authority decided on an alignment on the Peninsula instead of in the East Bay. Now we are told we must expand the airport despite the climate impact. Either climate change is real and we shift from air travel to green electric rail transport, or it's a hoax and we can burn jet fuel forever. But you can't have it both ways.

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

4

5

6

7

5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-689

1. The commenter's statement regarding airplane noise and pollution is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. The commenter's statement regarding eliminating space for private jets and replacing the space for certified aircraft is acknowledged.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.

8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-690**Zev Massey**

we're in a climate crisis for gods sake	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-690

1. The commenter's statement regarding being in a climate crisis is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-691**Theresa Masteraon**

I grew up in Chicago when O'Hare airport expanded. We ended up in the flight pattern where it was difficult to carry on outdoor conversation. Also, it was very disruptive to my family's sleep patterns. I am one of 8 children and 4 ended up with cancer. I believe that the contaminants from the airport / airplane pollution caused it.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-691

1. The commenter's statement regarding the disruptive flight pattern in Chicago is acknowledged.
2. The commenter's statement regarding perceived impacts from airport / airplane pollution is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-692

Beth Masters

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-692

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-693**Michael Masters**

There are already empty gates, why do you have to expand?	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-693

1. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics.

The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-694**Greg Mastrangelo**

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

Impact summary:

New terminal with 65% more boarding gates
 84% more passengers
 15% more passengers per plane (larger gates)
 60% more airline passenger flights
 38% increase in cargo tonnage
 20% increase in cargo plane flights

1

2

The above would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

3

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

6

7

Response to Commenter P-694

9. The commenter's opposition to the Proposed Project is acknowledged.
10. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
11. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in

property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

12. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
13. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
14. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
15. The commenter’s statement regarding the City of Alameda is acknowledged.

Commenter P-695
Ernesto Matal Sol

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4

• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-695

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-696

Ellen McClure

Please consider investing in more climate friendly and equitable transportation options. We don't have time to waste. We need to drastically cut CO₂ emissions and reduce air pollution in frontline communities.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

11

Response to Commenter P-696

1. The commenter's statement regarding the need to cut CO₂ emissions and reduce air pollution is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-697

Mary McCrea

We chose to live on the main island of Alameda because it is relatively quiet as compared to much of the Bay Area. But I?ve noticed that more planes and helicopters are flying over my neighborhood at all hours. The expansion would make the noise interable. People living on Bay Farm had to have their windows replaced because of vibration and noise from air traffic. Is there any plan to replace all of the windows on the historic houses on the main island? And what about the effect on air quality? We need to reduce the amount of toxic materials spewed into the atmosphere and more traffic at OAK will make our air quality even worse and lead to worsening man caused climate change. Please defeat this plan!

1

2

3

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

4

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

5

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

6

3. Aviation is hard to decarbonize and biofuels are not the answer.	7
4. It's too much noise. More Flights= More noise.	8
5. Sea level rise threatens shoreline development.	9
6. Labor rights are at stake.	10
7. Inequity: flying is an elite privilege with high costs for everyone else.	11
8. We have alternatives. Invest in Rail.	12
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	13

Response to Commenter P-697

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The noise analysis in the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project. The Port established the Oakland Airport-Community Noise Management Forum in 1998 (Noise Forum), to provide a committee comprised of elected officials and citizen representatives to address aircraft noise issues related to OAK. With a 20+ year history, this forum is now an important standing venue for communication between the Airport and at least six neighboring communities and the county. With input from the Noise Forum, the noise management program has continuously improved with implementation of noise minimization measures, data capture, documentation, and communication tools. These measures and tools include voluntary “fly quiet” procedures for pilots, a noise monitoring system, a noise complaint reporting system, web-based aircraft report dashboards, community advisories, and continued advocacy on behalf of the community regarding FAA management of flight paths.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-698**Mary Mcfarland**

Flights should take off over the Bay not over Alameda.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

3

4

5

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-698

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-699

Rev. Will Mcgarvey

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-699

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-700
Fawn McLaughlin

Name: Lori Hale. We live on Island Drive, Harbor Bay. Today I can smell and taste jet fuel periodically. The noise level of the increased air traffic, the increased car traffic on top of the fuel fumes and liquid that falls on our homes and gardens will be unmanageable and will drive home values down. Very, very unhappy and worried about this. Worried about the health of our kids. Please, please do not expand the airport.

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Response to Commenter P-700

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement about being unhappy and worried is acknowledged.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-701**Fawn McLaughlin**

I just wanted to thank and compliment all of the particularly the youth speakers that have spoken today. I'm impressed about their passion and concerned about the quality of their future and the emphasis I heard from these young speakers is basically don't proceed based on greed. I understand that the Port needs to be competitive with other airports in the region but we don't want this to be a race to the bottom and have an environment that people cannot tolerate and live in.

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

2

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

3

Response to Commenter P-701

1. The commenter's statement commending the youth speakers is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement regarding flight paths and the smell of jet fuel is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement requesting the Proposed Project be changed is acknowledged. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.

Commenter P-702**Brynn McNally**

I'm a time of climate crisis the last thing we need it to expand the airport. Doing so would entail grave environmental consequences, especially for people who live close by.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-702

1. The commenter's opposition to the Proposed Project is acknowledged. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-703
Kathleen Mcneill

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-703

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-704
Margaret McNulty

My name is Margaret McNulty and I am a Bay Area resident, retired college professor, mother and grandmother.

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My message to you? The Proposed OAK expansion MUST be rejected!! As a mother and a grandmother, I cannot sit idly by and watch us continue to destroy our planet.

This Project gives a green light for increased aircraft emissions. It enables more growth, and many more flights, at the exact time we need to be LIMITING the growth of air travel and PUTTING THE BRAKES ON GLOBAL WARMING AND CLIMATE CHAOS.

2

Has Paradise taught us nothing? Has Lahaina taught us nothing? Increasingly ferocious weather, deadly wild fires... the earth is warning us. Find the courage to take action!

Anything which could increase climate chaos MUST be examined carefully. We cannot hide behind ANY argument anymore! WE NEED TO STOP WARMING OUR PLANET!!

Aviation emissions have increased by 44 percent in the past decade, and emissions are expected to triple again by 2050. This would constitute more than a QUARTER of the total emissions consistent with keeping temperature rise below 1.5°C.

"Oh, but this is just one project, and its negative impact is being exaggerated." Nope, sorry, not a credible argument. Look at the EIR: It does not use THE MOST RECENT DATA available when making its projections.

Maintaining this business-as-usual path WILL result in additional greenhouse gas pollution.

For one, the Draft EIR has not factored in aircraft emissions OUTSIDE OF TAXI-ING, TAKE OFF and LANDING. Most global warming emissions are from FLIGHTS, not airport ground operations.

By rejecting this expansion, you will stand with climate scientists around the world, who have been telling us that we cannot afford to do ANYTHING which could further endanger our planet. As a first world country, we can set an example for the world to follow. We can state unequivocally that we are prioritizing ALL our children and grandchildren's future over short term gains!

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I implore the Port to REJECT THIS PROJECT!

Thank you for your time.

Response to Commenter P-704

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

3. The commenter's statement regarding standing with climate scientists and opposition to the Proposed Project is acknowledged.

Commenter P-705

Sean McQuillan

General opposition to the airport expansion	1
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It would cause an increase in global warming	2
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And unfortunately has all the appearances of a company trying to expand revenues at the cost of our future. I can think of no part of the Oakland airport that mitigates global warming, and it is one of the largest causes of global warming in East Bay	2
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Response to Commenter P-705

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions would occur whether or not the Proposed Project is implemented. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-706

Kate Meadows

We are in a climate crisis. Only 20% of people in the world have ever flown. It is an elite activity which destroys the stability of our planet. One round trip OAK to LHR for one person emits more green house gases than 3.4 billion people emit annually. Flying is destructive to our collective future, our current health and is highly unjust. We can collectively make better decisions to live differently and move toward a healthier, happier present and future. This means we need to have the courage to say enough is enough and work for new ways that serve us all better. Flying will become something of the past. The question is will this happen by design or by disaster. It is in the hands of those living now to make new choices that can lead us in a more positive direction. I hope those responsible for decisions about the Oakland Airport will have the courage to choose to be on the right side of history, for all our sakes.	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-706

1. The commenter’s statement regarding being in a climate crisis and how flying is destructive is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-707**Sarah-Jane Measor**

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-707

1. The commenter's opposition to the Proposed Project is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-708
Sarah-Jane Measor

We can already hear too many planes flying over our house, not just daytime but at 10pm at night. We are also extremely concerned about wildlife and the environment.	1	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3	
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4	
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5	
3. Aviation is hard to decarbonize and biofuels are not the answer.	6	
4. It's too much noise. More Flights= More noise.	7	
5. Sea level rise threatens shoreline development.	8	
6. Labor rights are at stake.	9	
7. Inequity: flying is an elite privilege with high costs for everyone else.	10	
8. We have alternatives. Invest in Rail.	11	
9. We have alternatives like remote business and conferencing.		
10. We need to shift towards climate-just transportation.		12

Response to Commenter P-708

1. The commenter's statement regarding hearing too many planes fly over their house is acknowledged.
2. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-709**Paul Medved**

Not until the airport and airline industry in general are no longer dependent upon fossil fuels should any plans for expansion of facilities or services be considered. Period. Full stop.

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Response to Commenter P-709

1. The commenter's statement regarding opposition to the Proposed Project is acknowledged. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

Commenter P-710**Paul Medved**

Our family, living as we have on Bay Farm Island since 1980, has developed very real concerns about the harmful effects of ultra-fine particulate matter emissions originating from aircraft operations - even as they exist today. This is certainly relevant in a respiratory context, but we've also noticed that the very fine black dust coating our property year in and year out also tends to reduce the permeability of our otherwise very well-draining sandy soil. Water just beads up on it in a very unnatural way. This can't be good for landscaping, but also could contribute incrementally to the risk of local flooding in unlandscaped areas due to accelerated stormwater runoff.

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Moreover, and overridingly, at a time when we all must reduce, not expand, our consumption of fossil fuels, no such expansion should take place until airport and aircraft operations no longer depend upon them. Doing so would be both unmitigatable and unforgiveable.

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Response to Commenter P-710

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement. **Section 3.9** of the EIR discusses hydrology impacts. No significant stormwater impact would occur as a result of the implementation of the Proposed Project.
2. The commenter's opposition to the Proposed Project is acknowledged. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

Commenter P-711**Paul Medved**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-711

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-712**Daria Mehra**

I live near the Oakland airport, understand its importance and at times utilize OAK flights (infrequently, as I am mindful of my carbon footprint). I urge sto limit further expansion of the airport to protect our community, the ecosystem of the Bay, and planet Earth. Let's not sacrifice the future world of our children to short-term economic gain of shipping extra packages on FedEx planes of things we don't need to buy, or sending business travelers on extra flights for trips that could just as well be Zoom calls. We know how to live better, lighter, more efficiently. Please stop the expansionist policies and grow our region in a well-planned, sustainable way.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-712

1. The commenter's opposition to the Proposed Project and short-term economic gain to protect the community, ecosystem, and planet is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-713**Puneet Mehra**

This will negatively impact the existing noise and quality of life here in Bay farm island for our community especially our small children, those with sensory issues and pets

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-713

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of the implementation of the Proposed Project. For a discussion on environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-714**Aakash Mehta**

I live very close the airport and already there is a lot of noise with all these jet planes going up and down. Flying low and complete Disregard to the neighborhood. Big jumbo jets further feel the sound vibration and disturbance problem and spoil the air quality. There is also a big danger of big planes falling during takeoff. There are so many other ways to travel. There is no need for international flight expansion here. Kids are suffering, elderly are suffering . Direct impact to community health. We cannot handle this traffic.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

5	
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

6	
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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

14	
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Response to Commenter P-714

1. The commenter's statement regarding the noise from jet planes flying low and disregarding the neighborhood is acknowledged.

2. The commenter's statement regarding sound vibration and spoiled air quality from big jets is acknowledged.
3. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
4. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-715**Jeffrey Melcher**

Record heat, warming of oceans, local air quality degredation, increased cancer to employees, --- global environmental collapse. How can you reduce the damage?

1

- Do not create more parking – require mass transit updates increasing BART and other methods to access OAK.

- Do not expand to “meet market needs.” Let the “market” figure out another way to solve flight congestion. ie charge more per flight, support more rail.
- Let the market adjust to fewer flights and cramped planes. People can adjust to this discomfort vs. global environmental collapse.

2

Response to Commenter P-715

1. The commenter’s statement regarding global environmental collapse is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. OAK provides infrastructure and encourages alternate modes of transportation such as bike paths leading to the airport, bike parking, and the BART connector.
2. For a discussion on airport growth, see Global Response A: Aviation Forecast.

Commenter P-716**Jeffrey Melcher**

Has the airport project manager considered the costs of the lawsuits which these youth and college students will bring to this conversation? You know they are already planning on a lawsuit right?

1

Response to Commenter P-716

1. The commenter’s statement regarding considering the cost of lawsuits from youth and college students is acknowledged.

Commenter P-717**Jeffrey Melcher**

I am from Berkeley and I'm one of the adult advisors for a group called, "Youth Power" and we have -- I'm going to read an essay by a fourth grader who was a little too shy to speak but the words are hers.. "If you burn gasoline you get pollution.. Airplanes burn a lot of gasoline and so they make a lot of pollution.. If you make the airport bigger there will be more planes.. If there are more planes there will be more pollution.. The pollution can cause wildfires which cause smoke and ash in the sky.. This makes people with asthma go to the hospital.. The pollution makes the climate hot and sometimes the heat kills people.. Please don't make the airport bigger.. It will cause more pollution and more heat of the atmosphere."

1

I would also like to make some personal comments on my own.. I'm just seeing a -- I've been through this presentation several times beginning to understand that the climate impact is very local about what's happening specifically during the construction which I want to address is I'm not hearing that there is climate impact, environmental impact on the materials itself; the concrete, the metal, the plastic.. All the things that are used to make this airport expansion. also have effects on the climate by production of those things and I think that those should be included.. And then probably also adding the effects of the seawall that would need to be around the airport from the melting of the ice caps due to the output of airplanes so there's a kind of a cyclical cycle that needs to be addressed here on a larger aspect.. Thank you.

2

Response to Commenter P-717

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-718

Jeffrey Melcher

I spent the evening of my 61st birthday on line with Port of Oakland responding to the EIS. I was really wanting to send a clip of that meeting to my friends and family.

1

When is it going to be posted?

Response to Commenter P-718

1. All records and transcripts of the public meetings are available at:
<https://www.oaklandairport.com/terminaldevelopment/>.

Commenter P-719

Hilary Menendez

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity.

1

2

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and

schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

3

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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7

Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

8

Response to Commenter P-719

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in

property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively.

Commenter P-720
Nigel Menendez

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will have major negative impacts on residents and schools in its vicinity.

1

2

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB for neighborhoods and schools from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but

3

there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

6

7

Please ensure proper due diligence is done and our air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

8

Response to Commenter P-720

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not

require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively.
- 9.

Commenter P-721

Joyce Mercado

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-721

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-722

Susan Merrill

How can you move forward with a project that increases the pollution that is impacting everyone and in particular people who are the most needy.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-722

1. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-723

Meredith Merrit

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-723

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-724**Michael Mersch**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-724

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-725**Peggy Merz**

In consideration that our Climate is in a state of collapse adding 17 new gates at the Oakland Airport would fit the definition of insanity. And by that alone it would be grossly irresponsible of the Commissioners to approve an expansion at the Oakland Airport. Not to mention the families, the elderly and the children who will be affected my increased pollution of the air they breathe. [And the noise pollution.] We are all at a critical time of our very existence to rethink how we do everything if we are to survive. It is a time to seriously consider how we are going to ensure not only our future but most importantly what will we give to our children and grandchildren; a planet that has toxic polluted air and water that will not support life. It is NOT a time for shortsightedness. NO OAKLAND EXPANSION!!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail. 9. We have alternatives like remote business and conferencing.	13
10. We need to shift towards climate-just transportation.	14

Response to Commenter P-725

1. The commenter's opposition to the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
3. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of the implementation of the Proposed Project.
4. The commenter's opposition to the Proposed Project is acknowledged.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-726**Karen and Keith Miller**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. | It's too much noise. More Flights= More noise. | 4 |
| 5. | Sea level rise threatens shoreline development. | 5 |
| 6. | Labor rights are at stake. | 6 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. | We have alternatives. Invest in Rail. | 8 |
| 9. | We have alternatives like remote business and conferencing. | 9 |
| 10. | We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-726

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-727

Linda Miller

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-727

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-728**Tammy Miller**

I am very concerned about excessive air pollution occurring in Alameda due to Oakland airport's expansion plans. There is already a black gritty dust that settles weekly in our home, and I'd like to know why the airport is expanding so much? We have SFO, San Jose and Sacramento all in proximity. Oakland airport closes its restaurants early because there aren't enough patrons. Why is it expanding? What is it doing to help protect my community from jet fuel, mechanical solvents, noise pollution and wildlife destruction?

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-728

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Section 3.3 of the EIR discusses air quality impacts. No significant air quality impact would occur as a result of the implementation of the Proposed Project.

2. **Chapter 2** of the EIR discusses the Proposed Project and its project objectives. The Proposed Project is intended to better accommodate the increase in aircraft

operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.

3. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-729**Mary Min**

As someone who lives directly below the flight path, we are concerned that expanding the airport will result in an unlivable level of noise. Even with dual pane windows, there are times where the noise level is high, and if that frequency increases, it will be untenable. We love where we live, please don't make us have to choose between our hearing and our happiness.

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Response to Commenter P-729

1. The commenter's statement regarding noise below the flight path is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. See also Global Response B: Flight Paths and Procedures.

Commenter P-730**Marna Mitchell**

We have lived here 35 years. We never expected the airport to suddenly expand like this. When the runways are being repaired we get terrible, bone-rattling extraordinarily loud flights directly overhead. We can't be outside. The dogs cower. We can't carry on phone conversations. Car alarms in the neighborhood go off. If the airport expands this will be how it is 24 hours a day. Do not ruin our lives!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-730

1. The commenter's statement regarding noise from flights is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-731

Donna Mize

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-731

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-732**Alicia Mohn**

It is unacceptable to have more terminals in the Oakland airport because we cannot rest since they decided to have regular flights going over our house. We have 2 kids and we already reported it to their pediatrician

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Response to Commenter P-732

1. The commenter's opposition to the Proposed Project and having flights over their house is acknowledged. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-733**Eric Mohn**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

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• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-733

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-734

Marjaneh Moini

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-734

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-735**Molly**

Hi, I am a citizen of west Oakland and grew up in west Berkeley. West Oakland is surrounded by highways on all sides of the neighborhood, plus the heavy burden of emissions from the port and the airport cause even greater air pollution. Children here are born with birth defects, developmental disorders, and chronic illness due to the pollution. I want better for my own future children, despite already facing autoimmune disease, which is another condition occurring at high rates in polluted communities, and which puts my future children at further risk. I don't know if my children will get to see a better world, but I know what a worse world looks like: continued over-reliance on unsustainable fossil fuels and lack of investment in sustainable transportation. All of the money that is proposed for this airport expansion needs to be put into sustainable travel infrastructure instead. High speed rail is an option that come to mind. I frankly don't care about the "projected" rise in people traveling to Oakland by plane. Those studies are done based on the idea that the earth has unlimited resources to give. The idea that flying will become more and more popular is based on a faulty understanding of reality. Therefore it is simply immature and irresponsible to keep pretending that we should be investing in a system of travel based on fossil fuel, which is by definition, unsustainable. You might choose to continue living in this dream world of magical thinking, but the majority of human beings on this planet have our feet firmly planted on earth. This is an opportunity to stop something horrible from happening. This is a chance to prevent the burden on the shoulders of our children from being that much heavier.

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Response to Commenter P-735

1. The commenter's statement regarding West Oakland being polluted and children growing up with autoimmune diseases is acknowledged. As part of the air quality

analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.

Commenter P-736

Derryl Montague

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-736

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-737**Chris Moore**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-737

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-738

Kevin Moore

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-738

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-739**Raviv Moore**

Last week's takeoff was diverted over Bay Farm. It was impossible to sleep or talk for the entire weekend.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-739

1. The commenter's statement regarding not being able to sleep or talk while flights were diverted over Bay Farm is acknowledged. See Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-740**Cathie Morgan**

SFO allows descending flights to pass directly over my home in Alameda every 3 to 5 minutes when there is some cloudy and stormy weather. This goes all day and night, often times until 3:00am, only to start again at 5:00am. It is making me physically ill and severely impacting my life. If Oakland airport is allowed to expand, the impact to our city would be unbearable. Nothing about this noise, air, and environment pollution would keep from destroying the peace of mind and the health of the people of Alameda. The permanent damage it would cause to the people on Alameda would shorten our lives and make living here an ongoing nightmare. The folks who planned this horrible expansion should be forced to go without sleep for a week to feel the resulting effects of sleep deprivation and see how Alamedans will be forced to feel every day if the expansion is approved. It should not be allowed.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

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10. We need to shift towards climate-just transportation.

12

Response to Commenter P-740

- The commenter's statement about SFO descending flights is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not

the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The commenter's statement speaking against the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-741
MaryAnne Morgan

I am writing to urge the Port of Oakland to stop the planned expansion at the Oakland Airport is planning an expansion to add 17 new gates putting my community at great risk. I

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have lived in the East Bay for 30 years, and love it here. I don't want to see our policy makers enact plans that will render my home unlivable in the not too distant future.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-741

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-742**Leah Mori**

I already cannot sleep at night and do not want to go from nightmare to hell. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4

3. Aviation is hard to decarbonize and biofuels are not the answer. 5

4. It's too much noise. More Flights= More noise. 6

5. Sea level rise threatens shoreline development. 7

6. Labor rights are at stake. 8

7. Inequity: flying is an elite privilege with high costs for everyone else. 9

8. We have alternatives. Invest in Rail. 10

9. We have alternatives like remote business and conferencing. 11

Response to Commenter P-742

1. The commenter's statement regarding not being able to sleep is acknowledged. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-743**Leonella Mori**

No Please. It is already too noisy. It is hard to sleep at night. Let's not make it from nightmare to hell.

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Response to Commenter P-743

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-744**Phillip Morton**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

- Aviation is hard to decarbonize and biofuels are not the answer.

4

- It's too much noise. More Flights= More noise.

5

- Sea level rise threatens shoreline development.

6

- Labor rights are at stake.

7

- Inequity: flying is an elite privilege with high costs for everyone else.

8

- We have alternatives. Invest in Rail.

9

- We have alternatives like remote business and conferencing.

10

- We need to shift towards climate-just transportation.

Response to Commenter P-744

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-745**Richard Mosher**

I live in Harbor Bay, Alameda. All of my neighbors and everyone else I know are totally opposed to the expansion of the airport. The pollution, noise and traffic will have a terrible effect on the quality of our lives.

1

Response to Commenter P-745

1. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project. The aviation activity

projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-746
Richard Mosher

more pollution, noise, traffic!!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-746

1. **Sections 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in

passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-747**Carrie Motamedi**

I live in Oakland a short drive from airport and unless there is significant investment in the immediate surrounding area of the airport from an eco but also social betterment it is absolutely not worth the trade off of damaging impact to an area already suffering from neglect

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-747

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-748
Rudy Mountaz

Enough of pointless aviation!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	

- We need to shift towards climate-just transportation.

11

Response to Commenter P-748

1. The commenter's opposition to pointless aviation is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-749**Jose Moura**

This matters as the smell of the JP5 as well as the Soot here at my address on Garden Road is already bad enough with my Asthma along with the Noise from the Jet Engine's Departing especially at night and early morning hours doesn't allow a proper night's sleep. The pollution level has to Exceed the EPA levels here on Bayfarm Island.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-749

1. The commenter's statement regarding soot and noise from jet engines is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-750

Kathryn Muir

This expansion will exacerbate the hell we have had to endure for the last years when the FAA changed the existing equitable flight patterns. This adding salt to the wounds . Please do not allow this. More flights will make this unlivable with the increase of noise and air pollution.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.

• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-750

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-751**Kathryn Muir**

Too much noise, too many low flying planes, too. This expansion will exacerbate the hell we have had to endure for the last years when the FAA changed the existing equitable flight patterns. This adding salt to the wounds . Please do not allow this. More flights will make this unlivable with the increase of noise and air pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-751

- The commenter's statement regarding too much noise from low flying planes is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and

TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-752**Njambi Mungai**

Will this construction project have an impact on the existing retail and food service concessions inside Terminal One and Terminal Two? How long will the project take to complete?

1

Response to Commenter P-752

1. The square footage identified in the Proposed Project is based on sizing of facilities using industry standards. Specific areas would be addressed during future detailed design. The construction is estimated to occur over 5 years

Commenter P-753**Donna Murata**

More planes equal more noise and traffic pollution. We can't afford to lose our estuaries and wildlife to greater pollution. Children and elderly particularly suffer increased health problems from airports. Traffic has not been well designed. Bay Farm Alameda is a unique community, designed to encourage people to walk, bike, and enjoy nature in their community. Students at local schools walk along the lagoon where they can observe the many birds and other creatures along the way. But noise pollution is amplified over the lagoon and pollution is detrimental to the trees and animals as well. This is not the best area to handle massive transport of commercial goods. Please consider alternatives. Perhaps hydrogen trains with sorting stations in inland areas. Ground transport takes less fuel than going airborne.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

6

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

7

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

8

3. Aviation is hard to decarbonize and biofuels are not the answer.

9

4. It's too much noise. More Flights= More noise.

10

5. Sea level rise threatens shoreline development.

11

6. Labor rights are at stake.

12

7. Inequity: flying is an elite privilege with high costs for everyone else.

13

8. We have alternatives. Invest in Rail.

14

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

15

Response to Commenter P-753

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. **Section 3.13** of the EIR provides analysis of traffic impacts that would occur as a result of the implementation of the Proposed Project.
4. **Section 3.4** of the EIR provides an analysis of biological resource impacts that would occur as a result of the implementation of the Proposed Project.
5. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
6. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
8. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
9. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

10. For a discussion of aircraft noise, see Global Response D: Noise.
11. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
12. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
13. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
14. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
15. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-754**Vasu Murti**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-754

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-755**Vasu Murti**

The Democratic Party platform should support: Animal Rights, Defending the Affordable Care Act, Ending Citizens United, Ending Marijuana Prohibition, Giving Greater Visibility to Pro-Life Democrats, Gun Control, Net Neutrality, Raising the Minimum Wage to \$15 an Hour, Responding to the Scientific Consensus on Global Warming, and a Sustainable Energy

1

Policy. Democrats for Life of America, 10521 Judicial Drive, #200, Fairfax, VA 22030, (703) 424-6663

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-755

1. The commenter's statement regarding what the Democratic Party should support is acknowledged. This comment is not related to the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-756**Mary Nagle**

Please take into consideration all of life immediately impacted by this proposed expansion. It is inconceivable that now in 2023 Oakland Airport would submit a plan to add more toxins to the air, displace birds, animals, humans who are "in the way" of this expansion. Furthermore, adding the toxins to our air which is already compromised by the fuels used by these airplanes. The Airport shows virtually no concern for the noise and toxins spewed into the air by the planes flying over homes, the waters, etc ... Why do we need more gates, modernization, etc? Think of the entire ecosystem that will be affected by this expansion Think beyond your vested interests, think of the health of the entire earth community . . .

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	12
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Response to Commenter P-756

1. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. **Section 3.3, 3.4, and 3.11** of the EIR discuss air quality, biological resource, and noise impacts, respectively, that would occur as a result of the implementation of the Proposed Project.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-757**Patricia Nagle**

I live about 3 miles from the airport.. I live directly in the path of planes flying on runway ten.

1

I'm assuming that runway ten will be one of those most used, again, as it seems to always be used for departures and arrivals.

I'm aware that this plan presented was presented today in a technical manner; however, that's not abstract from the effect of what's being done on human beings.. Our health is affected by this plan.. Our health is affected every single day by planes flying directly over our homes.

I'm saddened to see the lack of humanity, consideration for us in this plan.. Thank you.

Response to Commenter P-757

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-758**Eric Nakahara**

WE OPPOSE THE OAK EXPANSION. THIS WILL CAUSE A SEVERE IMPACT ON THE QUALITY OF LIFE ON BAY FARM ISLAND

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-758

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-759

Keshav Narang

As a concerned citizen and a seventeen-year-old, I am writing to express my strong opposition to the planned expansion of Oakland Airport. This expansion proposal, which includes adding 16 new gates, is deeply concerning for our community, the climate at large, and my future. I implore you to carefully consider the following ten crucial reasons and halt the expansion immediately:

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-759

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-760
Keshav Narang

Dear Port of Oakland Board of Commissioners and elected officials, As a concerned citizen and a seventeen-year-old, I am writing to express my strong opposition to the planned expansion of Oakland Airport. This expansion proposal, which includes adding 17 new gates, is deeply concerning for our community, the climate at large, and my future. I implore you to carefully consider the following ten crucial reasons and halt the expansion immediately:

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-760

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-761

Mary Ellen Nash

Let's not speed up climate destruction locally! Use rail alternatives.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-761

1. The commenter's statement regarding not speeding up climate destruction is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-762**Susan Natt**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-762

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-763

Marcus Navarra

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-763

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-764**Laura Neish**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-764

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-765**Diane Neuhaus**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-765

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-766
Eartha Newsong

Enough for gas guzzling travel	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-766

1. The commenter's opposition to gas guzzling travel is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-767**Alice Nguyen**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

1

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4

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• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-767

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-768

Connie Nguyen

Increase the flight traffic means more noise to the neighborhood and the local elementary schools (Amelia Earhart and Bay Farm).	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-768

- The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. Also see Global Response E: Environmental Justice and Community Engagement.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-769**Margaret Nickolaus**

For the love of humanity, please stop supporting and growing air travel

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-769

1. The commenter’s statement regarding stopping the support and growth of air travel is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-770
Sarah Nicolazzo

Airport expansion is in direct conflict with achieving our climate goals-- in a year on track to be the hottest in recorded history, now is the time to prioritize and invest in sustainable transportation, not more fossil-fuel-intensive flights. Many of the destinations served by OAK are close enough to be served by high-speed rail or electric bus; when I used to fly out of OAK frequently for work, I most commonly was traveling to southern California, but I desperately wanted a fast, comfortable, reliable train instead of having to fly. Air travel demand is not a given, especially when we invest in alternatives and make them better. Now, I am an Amtrak commuter, and what I most need in my daily life is improved, on-time, and frequent Amtrak service on the Capitol Corridor (on which trains are frequently over an hour late), not more flights that lead to more pollution in our city. Invest in rail and other forms of sustainable transportation!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
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• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	11
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Response to Commenter P-770

1. The commenter's statement regarding the Proposed Project being in conflict with climate goals is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-771

Michele Nihipali

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-771

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-772**Nina**

DO NOT BUILD MORE RAMPS FOR AIRPLANES!!

1

Response to Commenter P-772

1. The commenter's regarding more ramps for airplanes is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No ramps are included in the Proposed Project.

Commenter P-7773**Nina**

DO NOT EXPAND AIRPORT FACILITY!!

1

Response to Commenter P-773

1. The commenter's opposition to the expansion of airport facilities is acknowledged.

Commenter P-774**Maei Noguchi**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-774

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-775
Rob Norback

The OAK expansion proposal raises substantial concerns that are hard to overlook, primarily relating to noise pollution and environmental issues. The projected increase in noise as a direct result of this growth can drastically affect the quality of life for local residents and potentially disrupt local wildlife. Additionally, the environmental implications are too grave to ignore, considering the increased carbon footprint and potential destruction of habitats.

Therefore, I strongly believe that the costs outweigh the proposed benefits and thus, I cannot support the OAK expansion.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-775

1. **Sections 3.3, 3.4, and 3.11** of the EIR discuss air quality, biological resource, and noise impacts, respectively. No significant air quality, biological resource, or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's opposition to the Proposed Project is acknowledged.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-776**Jessica Norman**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-776

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-777

Carolyn Norr

we need to protect our lives, not build bigger airports!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-777

1. The commenter's statement regarding protecting their lives and not building bigger airports is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-778

Kelly Norris

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-778

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-779**Steven Norris**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-779

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-780
Jade Northrop

So, I'm here both as a resident of Alameda and also a member of Extinction Rebellion which is a local grass roots climate group and I just want to say that I really - - I do not support the expansion project. I'd like to speak firmly for considering ways to keep the airport at the current level. In particular, I'm concerned about the scope three emissions that I know aren't always part of CEQA overview but here's yet another plea for considering scope three.

1

So in CEQA we can consider the incremental contribution of a project through the sort of global situation that we're faced right with the climate crisis and you all said that you know there's this sort of unavoidable emissions that are going to be resultant of airplane operations. Now I know that the Port of Oakland and the airport don't actually control the airlines but the problem is there's the jurisdictional crack. Nobody wants to sort own those emissions right now, right? Nobody's regulating the sort of international and across states emissions from these airlines and so government agencies really do have the power to consider these types of things if you want to. I mean ultimately the main thing of the government is to sort of consider this longterm health and safety of the constituents in a way that public companies and private corporations can't do that , right? The U.S. has the strongest fiduciary responsibility laws of any country in the world so far. The government isn't beholden to that. So literally companies are - - they can't do anything but grow. They have a legal responsibility to do that whereas the government through things like CEQA reviewing things like that can actually regulate and protect the longterm interests of the citizens. So I just want to urge you to consider the fact that you really are in a very privileged position to be able to do that as opposed to sitting on the Board of the company or something like that where you can't.

2

So sorry yeah, I just think we really owe it to future generations to make these hard decisions now. I think we need to do everything we can incrementally to avert the sort of

snowballing effects that we're seeing from greenhouse gasses and I know that if the Port takes a leadership position and decides to limit expansion it's going to have a ripple effect and hopefully will inspire other jurisdictions to act. Thanks.

Response to Commenter P-780

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding the regulation of airline emissions and scope three emissions is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-781

Ted Obbard

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-781

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-782**Ted Obbard**

The expansion of the Oakland Airport is concerning for the following ten reasons: 1. We are in a dire climate emergency and flying fries the planet. 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-782

1. The commenter's statement regarding their concerns around the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-783

Soni Obinger

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts. I have lived on Bay Farm since I was a child and I'm well aware of the airplane noise and air pollution. But as the years have passed, it has gotten worse and I worry about the pollution right above our houses.

1

Key Concerns:

- **Increased Noise and Air Pollution:** Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.
- **Health and Environmental Risks:** Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

2

3

Immediate Requests:

- **Comprehensive Local Studies:** Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR.
- **Exploration of Alternative Mitigations:** Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns.

4

5

- **Assertive Opposition from the City of Alameda:** I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens.

6

- **Extension of Deadline:** Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks.

7

Your earnest attention to these pressing issues is anticipated and much appreciated.

8

Response to Commenter P-783

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Sections 3.4 and 3.13 of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state

the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. The commenter's statement regarding earnest attention to the issues presented is acknowledged.

Commenter P-784

Soni Obinger

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts. I have lived on Bay Farm since I was a child and I'm well aware of the airplane noise and air pollution. But as the years have passed, it has gotten worse and I worry about the pollution right above our houses.

Key Concerns:

Increased Noise and Air Pollution: Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.

Health and Environmental Risks: Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

Immediate Requests:

Comprehensive Local Studies: Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting

1

2

3

4

on the potential impact on residents. This data is conspicuously absent from the current DEIR.	
Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns.	5
Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens.	6
Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks.	7
Your earnest attention to these pressing issues is anticipated and much appreciated.	8

Response to Commenter P-784

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Sections 3.4 and 3.13 of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in

property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter’s statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. The commenter’s statement regarding earnest attention to the issues presented is acknowledged.

Commenter P-785

Tim O’Brien

Electric trains not kerosene airplanes! Lets get our act together and make real progress. I moved here for good urbanism and transit but my bicycle can only go so far. Keep me and folks like me by investing in a real future.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-785

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-786

John Oda

There is no planet B. Continued use of fossil fuels is incompatible with continued human civilization.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-786

1. The commenter's statement regarding fossil fuel usage is acknowledged. See also Global Response H: Alternative Fuels.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-787
David Ogorzalek

Please stop increasing Toxic Density around our home. There is already too much noise and atmospheric pollution. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-787

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-788
Margarat O'Halloran

For all of our children and their children to follow, it is urgent that you stop the expansion of Oakland Airport!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-788

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-789

Emiko Oishi

I am in third grade.. It's simple math.. More planes mean more pollution.. The Oakland airport should stop polluting.. It will hurt you and the animals.. Thank you.

1

Response to Commenter P-789

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-790**Arfi Oktavianti**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-790

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-791**Christine Oliver**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-791

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-792**Patrick Oliver**

Hello. My name is Patrick Oliver and I am a neighbor and local high school science teacher. My family and I live on 23rd Avenue in Oakland, about 7 miles from the airport. I urge you to immediately reject the proposed expansion of OAK airport.

1

The expansion is a dangerous scheme that threatens all of us. We are in a Climate Emergency and we need to act like it. There is NO WAY we can expand aviation and reduce greenhouse gas emissions.

2

The Draft Environmental Impact Report (Draft EIR) claims that demand for new flights would rise regardless of whether the Project is built, but that's insane.

3

If you build it, they will come. This is called "induced demand". Expanding the airport will expand the airport's pollution. Shrinking the airport would shrink its emissions, We need to reduce demand for aviation -- by making flying more expensive and burdensome and making low-carbon alternatives more inexpensive and easier.

It is ironic, of course, that sea-level rise projections due to carbon emission pollution, like those from OAK, threaten to put the airport under underwater from storm surges and rising tides. This will be well deserved, when it happens. The Port should not expect a taxpayer bailout or beg for an ineffective seawall to be built to save its polluting infrastructure when climate chaos hits.

4

Stopping OAK expansion matters to us because millions of species, particularly marine organisms, are threatened with extinction TODAY due to rising temperatures from your climate pollution.

5

OAK expansion will threaten our family's ability to breathe clean air and live on a healthy planet TOMORROW.

6

We urge you to cancel this project and work to reduce the huge pollution impacts that OAK is already responsible for.

Global aviation is killing us with carbon emissions, smog and black soot. This Project would enable more growth and more flights at the exact time we need to reduce emissions and prioritize our health. Thank you for your time.

Response to Commenter P-792

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion on climate change and greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion on airport growth, see Global Response A: Aviation Forecast. The Port does not have authority over the cost of flights.
4. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion on climate pollution, see Global Response G: Greenhouse Gas and Climate Change.
6. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Commenter P-793**Patrick Oliver**

Expanding aviation puts us all at risk of climate chaos and local air pollution. OAK is big enough - - we can't make it bigger and meet our climate pollution reduction goals. Carbon emissions kill.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-793

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-794
Steve Ongerth

This is completely unnecessary, and it won't create any meaningful jobs, either. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-794

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-795**Karen O'Rourke**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-795

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-796**Holly Orr**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-796

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-797**Mary Orr**

• This DEIR fails to cite credible studies and data supporting its assertion that airport traffic will increase regardless of whether the airport expansion occurs or not. 1

• In October when work was being conducted on the OAK Main Runway, for several days all aircraft used the North Runway and the noise was relentless throughout the day and evening. It interrupted any ability to hear the audio on my Zoom meetings and phone calls even when using headphones. It was extremely invasive and nerve wracking.
 • An expansion and an increase in the number of commercial jets departing and arriving will create delays to smaller and private aircraft vying to take off on the OAK Main Runway. 2

These delays will increase the use of the North Field by more aircraft to avoid wait times due to the backup. The constant noise resulting from the increased traffic on the North Runway will increase anxiety and disruptions to Canada geese whose typical flight patterns takes them over the same area.

- The increase of traffic will increase the danger of accidents over highly-populated areas.

3

- If the Port of Oakland proceeds with the OAK terminal expansion, the Port of Oakland must reimburse homeowners and landlords the full amount for purchase and installation of new upgraded, soundproof windows and air conditioning units on all dwellings in the area to mitigate the impacts.

4

Response to Commenter P-797

- The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

- Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. **Section 3.4** of the EIR discusses biological resource impacts that would occur as a result of the Proposed Project.
- Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.

4. The discussion of Part 150 Noise Compatibility Program measures is not included as part of the Proposed Project.

Commenter P-798

Mary Orr

I am a homeowner in the Bay Farm area of Alameda and after reading the DEIR (<https://www.oaklandairport.com/terminal-development-meeting-materials/#terminal-section-0>), a few important issues stood out to me:

- This DEIR fails to cite credible studies and data supporting its assertion that airport traffic will increase regardless of whether the airport expansion occurs or not.

• In October when work was being conducted on the OAK Main Runway, for several days all aircraft used the North Runway and the noise was relentless throughout the day and evening. It interrupted any ability to hear the audio on my Zoom meetings and phone calls even when using headphones. It was extremely invasive and nerve wracking.

• An expansion and an increase in the number of commercial jets departing and arriving will create delays to smaller and private aircraft vying to take off on the same OAK Main Runway. These delays will increase the use of the North Field by more aircraft to avoid wait times due to the backup. Aircraft engines kept running while waiting for takeoff will increase pollution unnecessarily.

• The constant noise resulting from the increased traffic on the North Runway will increase anxiety and disruptions to Canada geese whose typical flight patterns takes them over the same area.

• The increase of traffic will also increase the danger of aircraft accidents over highly-populated areas.

• If the Port of Oakland proceeds with the OAK terminal expansion, the Port of Oakland must reimburse homeowners and landlords the full amount for purchase and installation of new upgraded, soundproof windows and air conditioning units on all dwellings in the area to mitigate the impacts.

In an era when we desperately need to reduce Global Warming and help prevent more catastrophic Climate Change impacts, we should not expand beyond current levels of pollution in the Bay Area.

Response to Commenter P-798

1. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. **Section 3.4** of the EIR discusses biological resource impacts that would occur as a result of the Proposed Project.
3. **Section 3.4** of the EIR discusses biological resource impacts that would occur as a result of the Proposed Project.
4. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
5. The discussion of Part 150 Noise Compatibility Program measures is not included as part of the Proposed Project.
6. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impact would occur as a result of the implementation of the Proposed Project. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-799
Fran Osborne

We need less air travel not more	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-799

1. The commenter's statement regarding less air travel is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-800

Gracie Osborne

Not everyone has the privilege to fly, and East Oakland residents should not face the brunt of environmental injustice. Expanding the airport will significantly increase emissions, which is detrimental to our health. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-800

1. The commenter's statement regarding the privilege to fly is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and

cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. See response to Comment #1 of this letter. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-801**Gracie Osborne**

I am with "Zoo versus Apocalypse" (sic).. I am speaking against expansion.. As a college student studying public health my interest is in learning how the environment, policies and corporations' actions impact people's lives.. We need to identify a few factors that undoubtedly impact peoples' quality of life.. Expanding the airport puts people's lives at stake.. Ultrafine particles, toxic fuel needed, and much more will be detrimental.. Environmental injustice can be silent but it's deadly.. We might not see the impacts right now but we'll see it in the long run and it impacts what future generations will face.. We need agencies and organizations that want to cut emissions by 2030 and similar years.. Why can't the Port do the same?.. Let's move forward in envisioning and implementing a world that's sustainable and beautiful.. Please say no to expanding the airport.. Thank you.

1 2

Response to Commenter P-801

1. The commenter's statement regarding speaking against the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

Commenter P-802**Fona Ou**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.

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|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-802

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-803**Citabria Ozzuna**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-803

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-804
David Page

Take Amtrak instead.

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Response to Commenter P-804

1. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-805
Youza Pak

I do not want the countless negative impacts of this expansion to further harmfully affect the future of our environment, neighborhoods, families. Work on improving the quality of what already exists!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

41. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

42. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

43. Aviation is hard to decarbonize and biofuels are not the answer.

5

44. It's too much noise. More Flights= More noise.

6

45. Sea level rise threatens shoreline development.

7

46. Labor rights are at stake.

8

47. Inequity: flying is an elite privilege with high costs for everyone else.	9
48. We have alternatives. Invest in Rail.	10
49. We have alternatives like remote business and conferencing.	
50. We need to shift towards climate-just transportation.	11

Response to Commenter P-805

1. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-806

Rena Palloff

The recent weekend of constant plane traffic over the homes on Bay Farm didn't help this cause. It was intolerable and we suspect that the same or worse will happen with this expansion. This does not appear to be well studied at this point. Adding gates to OAK will not bring more business or passengers. What's the point?	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
41. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
42. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
43. Aviation is hard to decarbonize and biofuels are not the answer.	5
44. It's too much noise. More Flights= More noise.	6
45. Sea level rise threatens shoreline development.	7
46. Labor rights are at stake.	8
47. Inequity: flying is an elite privilege with high costs for everyone else.	9
48. We have alternatives. Invest in Rail.	10
49. We have alternatives like remote business and conferencing.	11
50. We need to shift towards climate-just transportation.	12

Response to Commenter P-806

1. The commenter's statement regarding weekend plant traffic over homes is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-807**Rena M Palloff**

I am extremely concerned about the proposed airport expansion. The airport construction/maintenance that occurred this past weekend (9/23-9/25) was an indicator of the intolerable level of noise and air pollution that is likely to occur as a result. My house shook and we could not have a normal conversation both in and outside the house when the planes flew right over our house -- the frequency of flights was ridiculous and this will only increase with an expansion. Expanding the airport is not likely to bring back the flights and airlines that have left and will not solve whatever problems caused this to begin with. Air travel is in trouble in general -- expanding the airport will not solve the problem of flight

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delays and, instead, are likely to increase this problem. Part of the rationale is that the population in this area has grown and that demand will increase -- where is the evidence that supports those claims? There is only so much air traffic that this area can support. Modernizing and updating the existing facility is fine, but adding gates and flights is not.

3

Response to Commenter P-807

1. The commenter's opposition to the Proposed Project and the shaking of their house due to planes outside is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding airport expansion not solving flight delays is acknowledged.
3. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.
4. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business.

Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.

4

Commenter P-808**Chris Palowitch**

We don't need more flights!!! We need less! Local transport and finding things you need in your local community. BART already goes to SFO and has all the flight one could ever need. I do NOT need more flights. Thank you!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-808

1. The commenter's statement regarding not needing more flights is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-809**Pamela**

Dear Sirs,

I do not approve of the expansion of the Oakland Airport. A major reason is pollution and emmision of more greenhosue gasses, and the effect upon ejighbors living north of the airport. I think the money is better invested in high speed trains and infrastructure.

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Response to Commenter P-809

1. The commenter's statement regarding disapproving of the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion on greenhouse gas, see Global Response G: Greenhouse Gas and Climate Change.
3. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-810
Sherry Panlilio

Please do not expand OAK airport. We are a Bay Farm resident in Alameda and with increased air and car traffic, this will have detrimental effects on its residents and children.

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Response to Commenter P-810

1. The commenter's opposition to the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Commenter P-811
Nick Pappas

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-811

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-812**Sally Paris**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-812

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-813

Maria Park

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|--|----|
| 41. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 42. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 43. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 44. It's too much noise. More Flights= More noise. | 4 |
| 45. Sea level rise threatens shoreline development. | 5 |
| 46. Labor rights are at stake. | 6 |
| 47. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 48. We have alternatives. Invest in Rail. | 8 |
| 49. We have alternatives like remote business and conferencing. | 9 |
| 50. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-813

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-814**Jonathan Parry**

Renovation of existing terminals is ok, but do not build an additional terminal. It is diametrically opposed to our climate goals and will become a white elephant after completion of high speed rail phase I.

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Response to Commenter P-814

1. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.

Commenter P-815**Erika Pascual**

This issue matters to me because I am an East Oakland resident, the airport is still about a 10 minute drive away but I still hear noise and I know if the airport expands it will only make pollution worse for the city. East Oakland does not need more pollution, the health of

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residents gets impacted a lot by this and I have seen it first hand so this decision matters to me.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 4
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 5
- Aviation is hard to decarbonize and biofuels are not the answer. 6
- It's too much noise. More Flights= More noise. 7
- Sea level rise threatens shoreline development. 8
- Labor rights are at stake. 9
- Inequity: flying is an elite privilege with high costs for everyone else. 10
- We have alternatives. Invest in Rail. 11
- We have alternatives like remote business and conferencing. 12
- We need to shift towards climate-just transportation.

Response to Commenter P-815

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-816**Erika Pascual**

I'm speaking today against for expansion of the airport.. I'm a low income person of color who has spoken to children for years nearby by our homes and it's very important for these things to change.. It affects our health, our families' health by causing respiratory and health issues like asthma and can even lead to cancer.. We are often left out of these conversations even when they're affecting us the most and I've seen it personally in our

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community and our family.· I've seen many people develop asthma and cancer and it's not just a coincidence especially because we are near the airport.· When you actually live through it and see the effects it changes your perspective and affects your life in many ways.

I believe that the airport should not expand until they find a way to do it without emissions and without damaging our community.. Thank you.

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Response to Commenter P-816

1. The commenter's statement regarding speaking against the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
3. The commenter's statement about not expanding the airport is acknowledged.

Commenter P-817

Kristen Pate

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

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Key Concerns:

- **Increased Noise and Air Pollution:** Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.
- **Health and Environmental Risks:** Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

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Immediate Requests:

- **Comprehensive Local Studies:** Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from

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all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR.

- **Exploration of Alternative Mitigations:** Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns. 5
- **Assertive Opposition from the City of Alameda:** I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens. 6
- **Extension of Deadline:** Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks. 7

Your earnest attention to these pressing issues is anticipated and much appreciated. 8

Response to Commenter P-817

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Sections 3.4 and 3.13 of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a

significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. The commenter's statement requesting attention the issues listed above is acknowledged.

Commenter P-818
Sarah and Rodney Paul

Please help protect the bird and marine life in the area.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	

10. We need to shift towards climate-just transportation.	11
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Response to Commenter P-818

1. **Section 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-819
Emmy Rhine Paule

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-819

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-820**Jose Luis Pavon**

Good afternoon to everybody, the Port Commission, all the stakeholders present.· My name is Jose Luis.. I'm a political organizer with SEIU/USWW.. Our office is adjacent to the northern runway at the Oakland Airport.. Me and all my colleagues we breathe all the air every day and as it was said earlier we represent workers at Oakland Airport and at SFO who are also directly exposed. I live in East Oakland, I live in the Fruitvale District, raise three children there, a 23-year-old, a 9-year-old, and a 5-year-old who are also breathing that air so I consider myself a direct stakeholder.

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

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

Response to Commenter P-820

1. The commenter's statement regarding being a worker at OAK and a direct stakeholder is acknowledged.

2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also, The Port commits to providing environmental awareness training for on-Airport workers (Port employees) and making appropriate personal protective equipment (PPE) available upon request. For on-Airport workers who are not Port employees, the Port will collaborate with tenants and provide environmental awareness documentation and materials to conduct training for their own employees.

Commenter P-821**Krista Peck**

I oppose the proposed expansion of Oakland airport. Simply put, the current noise levels are tolerable for our neighborhood. However, any increase in noise levels (whether modest or substantial or by decibel volume or frequency) will make the noise levels intolerable and thus be detrimental to our community and well-being.

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Response to Commenter P-821

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-822**Susan Penner**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-822

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-823

Lynn Perata

NO to the OAK expansion!!!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-823

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-824

Lidia Perdomo

As far as I know, earth is the only planet humans can live on and you are in a position to make a decision that can have lasting effects globally. It is imperative that as a decision maker with the power to influence such actions, you make the effort to push for projects that will begin to mitigate the climate crisis. One such project is a community and worker led just transition aways from fossil fuels. Humans forced depency on fossil fuels must come to an end. Will you help?

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-824

1. The commenter's statement regarding the climate crisis and dependency on fossil fuel is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-825

Anita Pereira

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-825

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-826
Hester Perez

I am extremely concerned about the expansion of the airport and the negative impact it will have on my one year old son. It's bad enough to have the extra noise on Monday mornings during runway maintenance when the north field is used. It wakes us up constantly, and the repeated planes make it impossible to get back to sleep. I'm also worried about the impact the pollution from the planes and extra traffic to the airport, this can lead to childhood asthma which in turn can make him more susceptible to illness. If the airport does expand, I'll likely have to sell my house and move, however it seems like property value will have been impacted at they point.

1

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Response to Commenter P-826

1. The commenter's statement regarding noise during mornings and the difficulty of getting back to sleep is acknowledged. For a discussion of aircraft noise, see Global Response D: Noise. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.
2. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
3. Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another

way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

Commenter P-827

Hester Perez

I'm extremely concerned about my child's health with respect to hearing loss, insomnia and exposure to pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-827

- The commenter's statement regarding concern for their child's health is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-828**Paul Perez**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-828

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-829

Sherry Perez

I am a resident of Bay Farm in Alameda. I live extremely close to the Oakland Airport (on Capella Lane) and have been impacted by the noise level of the airplanes flying directly over my house. The noise and air pollution impact not only my family, but all of our neighbors in our community.

1

I am strongly urging you the Port to protect our community and reject the plan to expand the Oakland Airport.

2

Thank you for your time.

Response to Commenter P-829

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to reject the Proposed Project is acknowledged.

Commenter P-830

JoAnne Perri

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

3. Aviation is hard to decarbonize and biofuels are not the answer.

4

4. It's too much noise. More Flights= More noise.

5

5. Sea level rise threatens shoreline development.

6

6. Labor rights are at stake.

7

7. Inequity: flying is an elite privilege with high costs for everyone else.

8

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-830

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-831**Jane Perry**

I hope you all and your loved ones are safe and healthy and have everything you need.
Thank you for reading my comment.

1

I am an Oakland resident. I brought up my family here. I have deep concern over the Draft EIR claim of expected passenger volume in the next 25 years when we are in a climate emergency requiring transportation options that are not fossil-fuel based. Additionally, by choosing 2019 as the comparative “baseline” year for travel data, the Draft EIR is not accounting for post-COVID flying patterns when business models and worker travel are still evolving post-Covid. We are in a climate emergency and the Port needs to use the most recent data available when making Long Term planning decisions for the health & safety of all of us.

Finally, the Project will have significant impacts for communities around the airport, who will be subject to years of noise and air pollution from continuous construction, including many demolition projects. These communities are already in non-attainment for various air pollutants, which the Project will make worse. It is unacceptable to make the communities around the airport sacrifice zones.

2

This project enables more growth, and many more flights, at the expense of people’s health and safety at the exact time we need to be limiting the growth or fossil-fuel travel & prioritizing the well-being of all our Bay Area residents. Please protect my community and reject this Project. Thank you and stay safe.

3

Response to Commenter P-831

- As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.

Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. The commenter's statement requesting the Port to reject the Proposed Project is acknowledged

Commenter P-832

Jane Perry

I hope you all and your loved ones are safe and healthy. Thank you for reading my comment. Please keep our Oakland community safe and healthy as we face a climate crisis that means we must do everything to reduce global warming and carbon pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

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- We need to shift towards climate-just transportation.

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Response to Commenter P-832

1. For a discussion on global warming and the climate crisis, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-833**Jane Perry**

I'm an Oakland resident and I'm a member of "100 Grandmothers For Future Generations."· I truly hope that you are safe and healthy and that you and your loved ones have everything that you need.· I appreciate that you've started this process way before we had the multiple pandemics that started in 2020.. We learned an awful lot of humbling, humbling information and heartfelt lessons about how we are all together in this climate and justice crisis as a planet and I really appreciate that you're here listening to us.

1

I have three thoughts.· One is it's really important to stand together with the workers who are on the front lines and if they're saying they're not healthy than this project doesn't feel sustainable to me.] The second thought I have is that the communities that live and are in unattainable levels of health and safety in the air and we have evidence of that hearing directly from a comment previously that sac-fly zones are no longer acceptable as a compassionate way that we as a community keep each other safe and healthy..] The third thing is I appreciate that you started this long ago before we began to think about what working and traveling means and we're just at the beginning of understanding what it's going to look like with remote work and to compare 2019 data as your baseline –

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Response to Commenter P-833

1. The commenter's statement regarding being in the climate and justice crisis together is acknowledged.
2. The commenter's statement regarding standing with the airport workers on the front lines is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also, The Port commits to providing environmental awareness training for on-Airport workers (Port employees) and making appropriate personal protective equipment (PPE) available upon request. For on-Airport workers who are not Port employees, the Port will collaborate with tenants and provide environmental awareness documentation and materials to conduct training for their own employees.
3. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year. For a discussion on forecast, see Global Response A: Aviation Forecast.

Commenter P-834
Jane Perry

I hope you all and your loved ones are safe and healthy. Thank you for reading my comment. Please keep our Oakland community safe and healthy as we face a climate crisis that means we must do everything to reduce global warming and carbon pollution. We are all in this together.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-834

11. The commenter's statement regarding keeping Oakland safe and healthy is acknowledged. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
12. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
13. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
14. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
15. For a discussion of aircraft noise, see Global Response D: Noise.
16. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
17. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
18. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
19. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
 1. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-835

Sierra Petersen

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-835

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-836**Sierra Petersen**

It's too much noise. More Flights = More noise. Sea level rise threatens shoreline development.	1	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3	
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4	
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5	
3. Aviation is hard to decarbonize and biofuels are not the answer.	6	
4. It's too much noise. More Flights= More noise.	7	
5. Sea level rise threatens shoreline development.	8	
6. Labor rights are at stake.	9	
7. Inequity: flying is an elite privilege with high costs for everyone else.	10	
8. We have alternatives. Invest in Rail.	11	
9. We have alternatives like remote business and conferencing.		
10. We need to shift towards climate-just transportation.	12	

Response to Commenter P-836

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is

forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-837**Lisa Piazza**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-837

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-838
Lauren Picciani

Anyone living in Alameda knows how often planes from the Oakland Airport fly low and loud. Noise pollution is an overlooked category of physical stress that adds to anxiety in an already anxious urban area. The evenings are particularly awful, with one plane after another, making it difficult to relax after a stressful day and/or concentrate to finish work in the evening. And this goes on until just after 10 PM! Flight paths need to be adjusted to have these noisy pollution creators become more of a distant thing, and adding to the number of planes will just add insult to injury! I can only imagine life on Bay Farm Island. We are on the main island, and sometimes it sounds like the planes might be about to land on a rooftop! This is not conducive to peaceful enjoyment of our homes, for which most of us pay a hefty property tax! I don't care what studies say. Try living here, and then you'll know the reality. It's a daily stressor.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	11
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Response to Commenter P-838

1. The commenter's statement regarding noise pollution in the evenings is acknowledged. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-839

Charles Piercey

The LAST thing we need to do now is invest in MORE air travel infrastructure.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-839

1. The commenter's statement regarding investing in air travel infrastructure is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-840

Nick Pilch

Now is exactly the wrong time to be expanding airports. Airplane travel will never be free from fossil fuels. Just say no.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	11
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Response to Commenter P-840

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-841
Eleanor Pilling Chapplelear

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-841

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-842**Bill Pinkham**

Planes produce an extraordinary amount of CO2 emissions. The planes that will fly from the proposed expansion will add yet another huge amount. Isn't what is turning out to be the hottest year the world has ever experienced enough evidence that severe climate change is happening already? And when the sea level rises by a relatively short amount the expanded airport will be under water. Maybe you should use the expansion money to build up nearby wetlands and/or build dikes.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

3

4

5

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- We need to shift towards climate-just transportation.

11

Response to Commenter P-842

1. The commenter's statements about climate change and sea level rise are acknowledged. See also Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-843**Annette Pirrone**

As usual, the underserved communities will suffer most with this expansion, and it will create more problems than it solves. This is not the answer!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-843

1. For a discussion on the underserved communities, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-844

Marie Pon

Honorable Mayor and Port Commissioners, The proposed OAK Expansion concerns me deeply in two ways. The aviation exhaustion and noise encroach in every living cells and lifes is a harmful concern. I am living under the flight pattern of North Field. I have slept and waken by excruciating noise made by maintenance crew all hours day and night. OAK's account of meeting carbon neutrality is a business ploy by disaggregation from aviation business. OAK is the principal enabler for every aircraft landing and take off on its location. It is not possible to expand the airport without harming the workers and every one on earth. Electric airplanes will be helpfull, however petroleum powered planes will never be obsoleted. No aircraft can contain its emissions. Currently air travels has gone down in OAK. Environmentally imformed people are re-thinking of the harmfull impects on living earth. I opposed the OAK Expansion. Thank you for taking my concerns seriously.

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Response to Commenter P-844

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement regarding the containment of aircraft emissions is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and

TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

3. The commenter's statement regarding air travel decreasing and people re-thinking of harmful impacts on earth is acknowledged.
4. The commenter's opposition to the Proposed project is acknowledged.

Commenter P-845

Laura Porter

Please don't further destroy our environment and quality of life.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-845

1. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-846
Elizabeth Preston

It is time to seriously address global warming. The expansion of the Oakland airport will increase the carbon released into the atmosphere. It is past time to reduce the carbon into the atmosphere by a large amount. No expansion of the Oakland airport. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-846

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-847

Marilyn Price

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-847

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-848

P Pride

Will the financial cost of this project be on the residents of Oakland? Or will the financial cost be expanded across all counties?

1

Response to Commenter P-848

1. The Proposed Project would be funded through a combination of airline rates and charges, Airport Improvement Program grants, Passenger Facility Charges, and federal bonds.

Commenter P-849

Philana Pride

I Oppose the potential Oakland, CA, terminal development of the current terminal facilities.
My concerns include, but not limited to, the following.

1

HUMAN HEALTH RISK

The human health risk assessment (HHRA) estimates cancer risks, chronic (long-term) noncancer health hazards, and acute (short-term) non-cancer health hazards associated with exposure to toxic air contaminants (TAC) that would be emitted during construction

2

and operation of the Terminal Modernization and Development Project (Proposed Project) at Oakland International Airport (Airport or OAK)

ENVIRONMENTAL IMPACT | AIR QUALITY IMPACT

Pollutants Under the California Clean Air Act (CCAA), the State of California has determined the following pollutants to be pollutants of concern, and has designated CAAQS for each:

- Ozone (O₃)
- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO₂)
- Sulfur Dioxide (SO₂)
- Particulate Matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀)
- Particulate Matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM_{2.5})
- Sulfates
- Lead
- Hydrogen Sulfide
- Vinyl Chloride

3

Also, another concern is the disposal of hazardous waste, under the California's Hazardous Waste Control Law.

4

In addition, will this be a shared cost? Residents of Oakland should not and will not solely bear the cost of the Terminal Modernization & Development project.

5

Shared Cost to include, but not limited to, the following counties:

- BAY AREA - Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma.
- CENTRAL COAST - Monterey, San Benito, San Luis Obispo, Santa Cruz.

Thank you for your consideration of my comments.

6

Response to Commenter P-849

1. The commenter's opposition to the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
3. **Sections 3.3** of the EIR discusses air quality. No significant air quality would occur as a result of the implementation of the Proposed Project.
4. **Section 3.8** of the EIR discusses hazardous material impacts. All hazardous waste would be transported and disposed of in accordance with local, state, and federal laws and policies relating to hazardous materials.
5. The Proposed Project would be funded through a combination of airline rates and charges, Airport Improvement Program grants, Passenger Facility Charges, and federal bonds.
6. The commenter's statement thanking for considering their comment is acknowledged.

Commenter P-850**Ruth Priest**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-850

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-851**Nora Privitera**

I do not support expansion of the Oakland International Airport, nor a name change. We are living in a time of climate crisis, and the expansion of the airport will greatly increase toxic emissions at a time when we should be doing everything to reduce them. The noise from the airport would also increase, impacting local residents. The proposed expansion is unnecessary, unwanted, and will result in more air pollution. Jet fuel is extremely toxic and difficult to decarbonize and spreads toxic pollution over a wide area. Thus, expansion of the airport in a time of climate is a very poor idea.

1 2

The proposed expansion would harm both the local community and the climate, and, no surprise, disproportionately impact the most vulnerable including lower income people and those with asthma or other respiratory disease. These communities are already much more impacted by industrial pollution than they should be.

3

California High Speed Rail and Brightline West will serve many of the airport destinations via high-speed rail. When these systems are complete, approximately 46% of the airport flights can be replaced by high-speed rail! Oakland and Port leadership need to be finding ways to cut carbon pollution, not locking in decades more of it. High speed rail is a much better alternative to expansion of the Oakland Airport.

4

As a long time resident of Oakland, and a frequent user of the airport, I strenuously object to this ill-conceived idea to expand the airport. This plan does not have the support of the Oakland community, and should not be built.

5

Response to Commenter P-851

1. The commenter's opposition to the Proposed Project is acknowledged.

2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
4. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives .
5. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-852**Nora Privitera**

As a long time resident of Oakland I am in favor of modernizing the airport, especially if it can be made cleaner and more user friendly, but I am completely opposed to any effort to expand it.

1

Airplanes are significant emitters of greenhouse gas pollution and studies have shown that there are serious adverse health impacts in areas near airports. Residents near Oakland Airport are already impacted by the airport's emissions and should not have their health and safety further compromised by the proposed expansion. Oakland doesn't need to mimic San Francisco by having a mega airport in its midst.

2

The promise of additional jobs is an empty promise; many airport jobs are little more than thankless low paid drudgery.

3

In short, I urge you to put the community's health and safety first and refrain from expanding the airport on the empty promises of new jobs and a higher profile for Oakland.

4

Thank you for considering these remarks.

Response to Commenter P-852

1. The commenter's statement regarding being in favor of modernizing the airport is acknowledged
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

3. The commenter's statement regarding airport jobs being a little more thankless, low paid drudgery is acknowledged.
4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-853

Diana & Jim Prola

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6

• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-853

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-854**Stefanie Pruegel**

This is the wrong direction. Oakland needs to be a climate leader not laggard! Smart transportation not more transportation! We need less not more transportation pollution. Until planes are climate neutral expanding the airport is putting oil into the climate fire that hurts us all.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-854

1. The commenter's statement regarding the need for smart transportation and less transportation pollution is acknowledged. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-855

Stefanie Pruegel

We need less not more transportation pollution. Until planes are climate neutral expanding the airport is putting oil into the climate fire that hurts us all.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-855

1. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-856**Stefanie Pruegel**

This is the wrong direction. Oakland needs to be a climate leader not laggard! Smart transportation not more transportation!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-856

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-857**Judith Pruess-Mellow**

I am writing to let you know how concerned I am about this airport expansion. I worry a great deal about climate change, and air travel is responsible for a great deal of CO2 going into the atmosphere. Our lives in Alameda would be very negatively impacted. DO NOT EXPAND THE OAKLAND AIRPORT!!

1

2

Response to Commenter P-857

1. The commenter's statement regarding being concerned for the Proposed Project is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-858**Judith Pruess-Mellow**

I am very worried about the impact this expansion will have on climate change overall, and specifically on the health and well-being of us in Alameda. Vote NO on expansion!!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-858

1. The commenter’s opposition to the Proposed Project is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-859
Judith J. Pruess-Mellow

I am very, very concerned about the negative impact this would have on Alameda in terms of pollution, traffic, and noise. I do not support this expansion at all.

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2

Response to Commenter P-859

1. **Section 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-860
Jiaying Qian

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

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With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births,

decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

8

Response to Commenter P-860

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential

and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-861

Ada Qin

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently

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verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-861

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-862**Evelyn Quan**

The airplanes flying low over my house is causing me health problems. I have coughs more so since the planes fly over my house. It's also disrupting my sleep when they fly over at 3:00. Is not just 21 plane but many will follow.

You need to find another route for this expansion. It's not fair to homeowners over the proposed route!

1

Response to Commenter P-862

1. The commenter's statement regarding their health is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-863**Dan Quellet**

Air Pollution, additional noise, additional traffic, climate change (sea level will flood the North Field), The airport might be free of flooding but leaving & getting to the airport has not been solved.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-863

1. **Section 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-864
Stephen Quirk

Please stop!!!		1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:		2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 		3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 		4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 		5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 		6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 		7
<ul style="list-style-type: none"> • Labor rights are at stake. 		8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 		9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 		10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 		
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 		11

Response to Commenter P-864

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-865**Dale Rachmeler**

The draft EIR for the OAK expansion is founded on the erroneous statement that demand for flights from OAK would occur even without the expansion, which greatly skews the findings of the EIR. The increased capacity would encourage more passengers and airlines would greatly increase the number of flights daily, causing ever more harm to surrounding communities that already suffer massive environmental injustice. The increased noise pollution and small particle emissions will harm the health and well being of families that are already coping with excessive traffic and port-induced pollution.

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This EIR needs major revision and consideration of other scenarios for meeting demand for travel, especially for short-haul distances, which constitute the great majority of OAK flights and would be better served by high-speed rail. Has the climate crisis not yet convinced officials that we have to change our ways?

3

Response to Commenter P-865

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
3. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.

Commenter P-866

Beatriz Ramirez

I'm 20 years old and I'm a junior in college. I really care about nature and its beauty. Nature also keeps communities healthy and thriving and I feel that the carbon emissions from airplanes impact communities the most that work, live, and go to school near airports.

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

2

Response to Commenter P-866

1. The commenter's statement regarding carbon emissions from airplanes impacting communities near airports is acknowledged.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-867

Alvaro Ramos

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-867

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-868**Roberta Ratto**

There's enough flights leaving the airport as it is!! Not only commercial flights but fed ex flights that leave at 3:30am ! Not to mention the effect on our environment!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-868

1. The commenter's statement regarding there being enough flights leaving the airport is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation

Forecast. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-869

Aaron Reaven

I'm a semi-retired science educator and consistent with many of the statements we've already heard this evening, I get a feeling of self-indulgence, self-justification from the Port's presentation. I am deeply disturbed to learn just this evening that the Port's

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calculation of greenhouse gasses does not include or reflect a plane's greenhouse gas emissions while in flight between airports. That strikes me as a tremendous moral abdication. I am not opposed to modernizing the existing two terminals. It is very hard for me to believe that the construction of a third terminal would not invite and encourage increased flight travel.

2

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

3

Response to Commenter P-869

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement regarding not being opposed to the modernization of the existing terminals is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. In the past sixteen years, there have been four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) that have opened passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements. This data shows that the passenger terminal building is not of significance in determining the operations capacity of an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. The commenter's statement regarding inviting the Port to hold off on the Proposed Project until jet fuel is carbon zero is acknowledged. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

Commenter P-870**Aaron Reaven**

I have recently been taking a serious interest in the airport expansion decisions being considered by the Port Commission.

1

I myself spoke at the August 15 meeting, and I appreciate the promptness with which you or your staff posted the recording of that hearing.

I was not able to attend the subsequent hearings on Aug. 30th. Speaking as an interested Oaklander, it would be helpful to view the recordings for those meetings. But as of today, they are still not available on your website.

Would it be possible for you to post those on the website soon?

Response to Commenter P-870

1. All records and transcripts of the public meetings are available at:
<https://www.oaklandairport.com/terminaldevelopment/>.

Commenter P-871**Leah Redwood**

The communities of East and West Oakland cannot be further sacrificed. We need to be reducing the harms to the health of the citizens here in the Bay Area, not increasing it.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

11

Response to Commenter P-871

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the

acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-872**Celeste Repsher**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-872

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-873
Leah Retherford

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-873

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-874**Steve Revell**

I am in favor of the project. I think the EIR adequately addresses the issues. I don't think improving or not improving the airport terminal will move the needle on climate change, but not improving it will leave Oakland and the East Bay with an inadequate airport facility.

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Response to Commenter P-874

1. The commenter's support for the Proposed Project is acknowledged.

Commenter P-875**Steve Revell**

Let's do it! Airport needs a major refresh.

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Response to Commenter P-875

1. The commenter's support for the Proposed Project is acknowledged.

Commenter P-876**Barbara Rhine**

This is the time to put our energy into exploring new means of air transport that reduce emissions, rather than expanding the technology that is already contributing too much to the problem.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-876

1. The commenter's statement regarding exploring new means of air transport that reduces emissions is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-877

Jack Rhodes

There's too much air traffic now!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-877

1. The commenter's statement regarding there being too much air traffic now is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-878

Grant Rich

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-878

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-879**Matt Richardson**

I'm a native to the east Bay of the SF Bay. The people of the east Bay Area don't need or want this expansion. It does not make sense.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-879

1. The commenter's statement regarding people of East Bay not wanting or needing the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-880**Bonita Richman**

Please. No expansion. No more pollution. Find another way to make money, to make jobs. How about encouraging more remote business conferencing vs in person. We need to act immediately to make a difference in climate changes, not add more flights. Please. Be part of saving the World. For your grandchildren and mine. You can make a difference.

1

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2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-880

1. The commenter’s opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-881

Irene Riddle

Carbon footprint	1
Noise in Neighborhoods	2
Fragile wet land area	3
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	5
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	6
• Aviation is hard to decarbonize and biofuels are not the answer.	7

• It's too much noise. More Flights= More noise.	8
• Sea level rise threatens shoreline development.	9
• Labor rights are at stake.	10
• Inequity: flying is an elite privilege with high costs for everyone else.	11
• We have alternatives. Invest in Rail.	12
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	13

Response to Commenter P-881

1. For a discussion on carbon footprint, see Global Response G: Greenhouse Gas and Climate Change.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on aircraft noise, see Global Response D: Noise.
3. **Section 3.4 and 3.9** of the EIR provide analysis of wetlands and hydrological impacts that would occur as a result of the implementation of the Proposed Project.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-882**Irene Riddle**

This extension makes no sense after the devastating past years of fires, extreme heat, flooding obviously caused by climate change. Air travel creates a huge carbon footprint and expansion within a major metropolitan area is foolhardy and dangerous to us all.

1

Response to Commenter P-882

- For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-883**Irene Riddle**

Carbon footprint	Noise in Neighborhoods	Fragile wet land area	1	2	3
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

4

41. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	5
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5

42. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	6
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6

43. Aviation is hard to decarbonize and biofuels are not the answer.	7
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7

44. It's too much noise. More Flights= More noise.	8
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8

45. Sea level rise threatens shoreline development.	9
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9

46. Labor rights are at stake.	10
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10

47. Inequity: flying is an elite privilege with high costs for everyone else.	11
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11

48. We have alternatives. Invest in Rail.	12
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12

49. We have alternatives like remote business and conferencing.

50. We need to shift towards climate-just transportation.	13
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Response to Commenter P-883

1. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on aircraft noise, see Global Response D: Noise.
3. **Section 3.4 and 3.9** of the EIR provide analysis of wetlands and hydrological impacts that would occur as a result of the implementation of the Proposed Project.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-884

Irene Riddle

The increased air traffic and noise level will adversely affect wild life and human life. The increased carbon footprint will only add to the catastrophe of global warming. Expansion will perpetuate climate change and affect quality of life.	1	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3	
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4	
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5	
3. Aviation is hard to decarbonize and biofuels are not the answer.	6	
4. It's too much noise. More Flights= More noise.	7	
5. Sea level rise threatens shoreline development.	8	
6. Labor rights are at stake.	9	
7. Inequity: flying is an elite privilege with high costs for everyone else.	10	
8. We have alternatives. Invest in Rail.	11	
9. We have alternatives like remote business and conferencing.		
10. We need to shift towards climate-just transportation.		12

Response to Commenter P-884

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-885**Maya Ridenour**

Funds for this expansion should be allocated towards the development of train infrastructure - there are much higher financial, social, and environmental benefits of rail over aviation.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-885

1. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-886**Nancy Rieser**

I live in a refinery corridor community. For the love of God, stop throwing us under the bus.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-886

1. The commenter's statement regarding living in a refinery corridor community is acknowledged. Also see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-887**Christopher Rincon**

I'm a -- I'm a civil engineer representing the D'Leon Consulting Engineers. I just wanted to say that your presentation was very interesting, and we look forward to seeing the progress at Oakland International Airport.. Thank you for the presentation.

1

Response to Commenter P-887

1. The commenter's statement thanking the Port for the public meeting is acknowledged.

Commenter P-888**Marianna Riser**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-888

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-889
Rudy Robbiani

Noise, health and environmental concerns.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-889

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see

Appendix E). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-890**Sarah Robbiani**

The noise from North Field takeoffs is unbearable. Health and environmental impacts are equally of concern.	1	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3	
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4	
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5	
3. Aviation is hard to decarbonize and biofuels are not the answer.	6	
4. It's too much noise. More Flights= More noise.	7	
5. Sea level rise threatens shoreline development.	8	
6. Labor rights are at stake.	9	
7. Inequity: flying is an elite privilege with high costs for everyone else.	10	
8. We have alternatives. Invest in Rail.	11	
9. We have alternatives like remote business and conferencing.		
10. We need to shift towards climate-just transportation.	12	

Response to Commenter P-890

1. The future noise contours provided in **Section 3.11** are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. Further, the Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures. See also Global Response B: Flight Paths and Procedures.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. **Chapter 3** of the EIR discusses environmental impacts that would occur as a result of the implementation of the Proposed Project.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-891**Ann Roberts**

I hope all can agree that the major improvement to OAK is needed to allow East Bay travelers better access to flights out of OAK and not have to impact the environment by driving to SFO. Keep travel \$\$ in Alameda County

1

Response to Commenter P-891

1. The commenter's support for the Proposed Project is acknowledged.

Commenter P-892**Michael Roberts**

Not is not the time to be expanding this highly polluting industry.	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
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3. Aviation is hard to decarbonize and biofuels are not the answer.	5
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4. It's too much noise. More Flights= More noise.	6
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5. Sea level rise threatens shoreline development.	7
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6. Labor rights are at stake.	8
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7. Inequity: flying is an elite privilege with high costs for everyone else.	9
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8. We have alternatives. Invest in Rail.	10
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9. We have alternatives like remote business and conferencing.	
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10. We need to shift towards climate-just transportation.	11
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Response to Commenter P-892

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-893
Michael Roberts

I am a resident of Berkeley, and I am strongly opposed to the expansion of Oakland International Airport. More flights will mean more pollution and more noise for the Bay Area, when we badly need less of both. Thank you. -Mike Roberts	1
	2

Response to Commenter P-893

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-894**Christina Robles**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-894

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-895
Lorraine Robles

I don't have faith that the studies you claim have been conducted have been done in good faith! You used areas far from harbor bay to test the air and sound. You didn't look at schools and day cares in our area. The sound of current airplanes is unbearable now let alone if more gates are added. On days when the air is still, and planes have been taking off from the North field, my driveway reeks of the strong smell of diesel fuel exhaust. In 2005, when I began volunteering on our homeowner association landscape committee, I observed a light layer of small black soot particles covering the leaves of large shrubs scattered around the common areas. In the subsequent years that I have served as an association officer, some of the more than 20 HOAs on Bayfarm report the same findings, most certainly the associations adjacent to the South field runway approaches. More than one landscape contractor has identified the soot as exhaust particulates from the aircraft, and not fungus, mold, insects or other plant disease. The soot wipes off."I log up to 50 local miles per week on my bicycle, and during the pandemic noticed that the masks that I wore exclusively while bicycling showed signs of dirt from the outside air in just a matter of weeks. I also noticed that while wearing masks indoors and outdoors during the pandemic, I experienced no asthmatic episodes requiring inhaler doses."Our zip code has one of the oldest voting populations in the county, and a population more prone to adverse health impacts from air pollution: we have one large senior residential facility; 2 day-care facilities, 2 elementary schools and 1 private K-12 school."Bayfarmers live in a planned community with an abundance of outdoor recreational facilities: miles of walking, jogging and biking trails; bocce ball courts; a private fitness facility; (2) 18 hole and (1) 9 hole golf courses; numerous full-sized community swimming pools; tennis courts; 4 parks with baseball and soccer fields, basketball courts, play structures and tot lots, and picnic grounds. Anglers regularly fish on the slough and small boating craft ply the lagoons. The SF BayTrail runs through the zip code and we have a ferry terminal. " "With the SF Bay and the San Leandro Slough as our backyards, and a series of brackish water lagoons running throughout, we

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have extraordinary birding and wildlife photographic activities with resident bald eagles, peregrine falcons, osprey, great blue herons, night herons, barn and great horned owls, migratory birds, Canada geese, brown pelicans, water fowl, song birds, and the like. Our extensive outdoor facilities regularly draws both residents and non-residents that exposes all to hazardous exhaust particulates from the airplanes."There is clearly more than aircraft exhaust that impacts the air quality in our zip code, but we should all be concerned about more accurately measuring the airplane generated air pollution; how this impact can be operationally mitigated even as the Port relies entirely on the excuse that it cannot regulate the exhaust from planes; and then expand the airport without regard to the added impacts of more plane exhaust? If the Port's hands are so tied, then the expansion Should be denied. Our health should not be attached to greed. There's no need for Oakland to have a bigger airport!!!

4

Response to Commenter P-895

1. The commenter's statement regarding not having faith in the studies conducted for the EIR is acknowledged. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on aircraft noise, see Global Response D: Noise.
3. See responses to Comments #1 and #2 of this letter. **Chapter 3** of the EIR discuss environmental impacts and provides existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts.
4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-896

Lorraine Robles

This is a horrible idea, don't be greedy. Not enough testing has been done. Our health is at risk.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-896

1. The commenter's statement regarding the Proposed Project as a horrible idea and the amount of testing done is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-897

Robert Robles

Do build out now and choose the big plans that way, we are ready for the future and we will be ahead of the game and ready to go and beat San Jose.

1

Response to Commenter P-897

1. The commenter's statement in support of the Proposed Project is acknowledged.

Commenter P-898

Michael Robleswong

I am a thirty year resident of Zip Code 94502. Planes taking off and landing from the North Field fly over my house. I am well past 65 years of age and an asthmatic. I read through the airport expansion proposal and surmise that the Port has no strategy to mitigate any negative air quality impacts on my family or on my Bayfarm neighbors. According to CLASS, the closest air quality monitors are located outside the airport more than 2 and 5 miles away respectively in the I-880 corridor. How can the Port possibly know the actual air quality, much less the amount and size of the most hazardous particulates from aircraft exhaust that Bayfarmers have been inhaling all these years?

1

On days when the air is still, and planes have been taking off from the North field, my driveway reeks of the strong smell of diesel fuel exhaust. In 2005, when I began volunteering on our homeowner association landscape committee, I observed a light layer of small black soot particles covering the leaves of large shrubs scattered around the common areas. In the subsequent years that I have served as an association officer, some of the more than 20 HOAs on Bayfarm report the same findings, most certainly the associations adjacent to the South field runway approaches. More than one landscape contractor has identified the soot as exhaust particulates from the aircraft, and not fungus, mold, insects or other plant disease. The soot wipes off.

2

I log up to 50 local miles per week on my bicycle, and during the pandemic noticed that the masks that I wore exclusively while bicycling showed signs of dirt from the outside air in just a matter of weeks. I also noticed that while wearing masks indoors and outdoors during the pandemic, I experienced no asthmatic episodes requiring inhaler doses.

Our zip code has one of the oldest voting populations in the county, and a population more prone to adverse health impacts from air pollution: we have one large senior residential facility; 2 day-care facilities, 2 elementary schools and 1 private K-12 school.

Bayfarmers live in a planned community with an abundance of outdoor recreational facilities: miles of walking, jogging and biking trails; bocce ball courts; a private fitness facility; (2) 18 hole and (1) 9 hole golf courses; numerous full-sized community swimming pools; tennis courts; 4 parks with baseball and soccer fields, basketball courts, play structures and tot lots, and picnic grounds. Anglers regularly fish on the slough and small boating craft ply the lagoons. The SF BayTrail runs through the zip code and we have a ferry terminal.

With the SF Bay and the San Leandro Slough as our backyards, and a series of brackish water lagoons running throughout, we have extraordinary birding and wildlife photographic activities with resident bald eagles, peregrine falcons, osprey, great blue herons, night herons, barn and great horned owls, migratory birds, Canada geese, brown pelicans, water fowl, song birds, and the like. Our extensive outdoor facilities regularly draws both residents and non-residents that exposes all to hazardous exhaust particulates from the airplanes.

There is clearly more than aircraft exhaust that impacts the air quality in our zip code, but we should all be concerned about more accurately measuring the airplane generated air pollution; how this impact can be operationally mitigated even as the Port relies entirely on the excuse that it cannot regulate the exhaust from planes; and then expand the airport without regard to the added impacts of more plane exhaust? If the Port's hands are so tied, then the expansion should be denied.

3

Response to Commenter P-898

1. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

2. The commenter's statement regarding their experience with aircraft exhaust is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-899

Michael Robleswong

The DEIR does not contain credible baseline data (noise, air pollution, light pollution, and traffic congestion) gathered from within the boundaries of Bayfarm or the main island of Alameda, over which there will be overflights from planes taking off and landing from the North Field, and additional traffic impact from relocating and expanding parking and other terminal facilities onto and around the Ron Cowan corridor.

1

As such, any analysis and projection of impact to the health and safety of Alamedans is entirely without credibility as well. The Port of Oakland should delay the comment period for the DEIR another 18 months in order to install noise, air quality, light pollution and traffic congestion monitors which can scientifically collect such data for a 12 month period of time.

2

Given that the flight paths over Bayfarm and the main island from the North Field will fly over the San Leandro Slough, a careful monitoring of the flight patterns of so many large migratory birds that visit this area and the wildlife reserves therein would also be prudent. A single bird strike by a plane lifting off or landing near the Bayfarm bridge would be catastrophic.

3

Such data can be analyzed and projections made, the summary of which can be used to revise the Port's DEIR, and to go through another comment period.

Response to Commenter P-899

1. The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.

The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

2. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
3. **Section 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of implementation of the Proposed Project. Wildlife strikes could continue to occur regardless of the Proposed Project. No new runways would be constructed and thus there would not be any new lines of potential wildlife interference. Additionally, the Port's WHMP (2016) describes wildlife control procedures to discourage and remove potentially hazardous wildlife from the airfield. It emphasizes the identification and abatement of wildlife hazards within the airfield environment and describes the management of habitat in a manner that is non-conducive to hazardous wildlife. The WHMP would remain in place to address wildlife strikes and would continue to be implemented.

Commenter P-900**Paul Robson**

flights are flying over the house day and night creating very loud noise. Residents are affected big time. It causes health issues, especially for seniors and heart condition patients. Also, more flights means more air pollution.

1
2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-900

1. For a discussion on aircraft noise, see Global Response D: Noise. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.

2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-901

Anne Rockwell

I live right in the flight path of North Field and are used to the airplanes and small jet traffic. The last time that airstrip was used by commercial jets take offs, it was jarring and horrible. The noise, the shaking and the fumes are awful. I oppose the airport expansion plan.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-901

1. The commenter's statement regarding living in the flight path of North Field is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-902

Hugh Roman

I live in Oakland and I'm in the eighth grade.. I care about the environment and I'm concerned about our air quality in the Bay Area.. Expanding Oakland airport and adding 16 new terminals would significantly worsen the air quality across Oakland and its adjacent cities affecting everyone's health.

1

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

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Response to Commenter P-902

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical

infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

2. The commenter's statement regarding planes being the most polluting means of transport is acknowledged. For a discussion on greenhouse gas, see Global Response G: Greenhouse Gas and Climate Change. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-903

Sam Romano

Oakland's airport is an almost perfect size.
 The number of flights have not poisoned Oakland too much yet.
 You can drive in, park and fly out without too much craziness.
 Has anyone gone to SF's airport?
 It's crazy, traffic, impossible parking, chaos inside.
 At a time in this period of human existence on this planet, when we need to remove fossil fuels, stop global expansion, some entrepreneurs want to expand our airport.
 Remember the fight we've had stopping coal from going through Oakland.
 They think we are stupid, weak, unable to see through the smoke they throw up to blind us.
 STOP THE AIRPORT EXPANSION!

1

Sam Romano

Oakland resident since 1978!

Response to Commenter P-903

1. The commenter's statement regarding OAK being the perfect size and opposition to the Proposed Project is acknowledged.

Commenter P-904

Kirsten Rommel

Please see my comments on the draft EIR below. As a resident of Bay Farm, Alameda, I am very concerned about the expansion of Oakland Airport.

1

- *Page 100 of the EIR discusses ambient air quality standards and how the surrounding Airport area does not meet standards for pollutants PM10 and PM2.5.18.*
- What type of mitigation measures is the Port of Oakland taking to reduce the levels of PM10 and PM2.5.18? Since these metrics do not meet the ambient air quality standards, what is the Port doing to ensure the surrounding community is not placed at risk for cancer or other diseases?

- *Page 102 of the EIR states, "ODOR As identified in the Initial Study that was included with the Notice of Preparation (NOP), the Proposed Project would not result in any change in the types of aircraft operations that would occur at OAK. Therefore, the Proposed Project would not result in any odors or emissions that would affect a*

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- substantial number of people and no further analysis of this issue will be included in the Draft EIR."*
- Doesn't the frequency of flights impact the concentration levels of environmental odor? Why is this not detailed in the impact report?
- *Page 110 states that "the monitoring station closest to the Proposed Project is the Oakland East station, located approximately three miles northeast of the Airport"*
- Why are there not any monitoring stations within the residential communities of Bay Farm Island? Residents of the community are most impacted by the pollutants coming from OAK airport.
- *Page 437 of the EIR addresses alternatives to an Oakland Airport expansion, with developing a new airport site in the region as an option*
- Can the report explore in greater detail the concept of restricting growth at Oakland Airport and developing another airport somewhere else in the Bay Area region (such as in [Solano county](#))?

4

5

Response to Commenter P-904

1. The commenter's statement regarding being concerned about the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the

Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.

Commenter P-905

Lee Rosen

Beyond the general environmental reasons, I and my family will be directly affected by the additional noise pollution as we live adjacent to the airport and it seems that the limits on noise that were in place when we moved in have been eroded and/or enforcement weakened, as I hear more noise than ever in recent times. As someone that prefers to fly out of Oakland when I do travel, I would normally welcome improved service, but if the cost is increased noise, pollution and climate effects for the vast majority of my time here compared to when that convenience is realized, my sentiment is "No, thank you!"

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- 4
3. Aviation is hard to decarbonize and biofuels are not the answer.
- 5
4. It's too much noise. More Flights= More noise.
- 6
5. Sea level rise threatens shoreline development.
- 7
6. Labor rights are at stake.
- 8
7. Inequity: flying is an elite privilege with high costs for everyone else.
- 9
8. We have alternatives. Invest in Rail.
- 10
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.
- 11

Response to Commenter P-905

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft

types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged

Commenter P-906**Margaret Rosen**

The noise pollution here in Alameda is already significant and this expansion will make it overwhelming.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-906

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-907

Sanae Rosen

I'm mostly concerned about the incredibly high climate impacts of aviation. We should instead be investing in rail and figuring out how to transition to alternatives to flying wherever possible.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-907

1. The commenter's statement regarding the climate impacts of aviation is acknowledged. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-908

Penny Rosenwasser

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-908

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-909

Karry Ross

I'm a senior citizen and the impact on the air is making it difficult for me to breathe. Additionally, the airport is interfering with digital television reception, limits choices for cellular service and options for Internet Service Providers on Bay Farm Island.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-909

1. The commenter's statement regarding difficulty breathing due to the air is acknowledged. An air quality analysis is included in **Section 3.3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-910

Kathleen Roth

I would like to oppose any expansion of the airport terminals or runways. The noise level of overhead flights has become intolerable, and we need to consider climate change as we plan for the future.

1

Response to Commenter P-910

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-911

Scott Roth

Shouldn't commercial air traffic approach and depart from the Oakland Airport over the bay, not over the residents living on land?

1

Response to Commenter P-911

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-912

Scott Roth

Planes should take off and approach landing over the bay, not over Alameda residents. Maybe build a landing strip island inside the bay reachable by a bridge from the existing airport.

1 2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-912

1. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-913

Carol Rothman

I'm concerned about both local impact and Global impact of this proposal. I care about the future of my grandchildren. We do not need more airplanes contributing to the climate emergency!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-913

- The commenter's statement regarding local and global impact of the Proposed Project is acknowledged. For a discussion regarding climate change, see Global Response G: Greenhouse Gas and Climate Change.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-914
Dennis Rowcliffe

The Oakland airport is plenty large as it stands and we, the residents living in the surrounding area, would suffer the worst of the negative effects that would be caused by this airport being the locus for many more takeoffs and landings at that airport.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-914

1. The commenter's statement that the airport is plenty large is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-915**Dennis Rowcliffe**

The Oakland airport is plenty large as it stands and we, the residents living in the surrounding area, would suffer the worst of the negative effects that would be caused by this airport being the locus for many more takeoffs and landings at that airport. The damage we've already done to the climate and natural resources is quite obvious now; if this project goes ahead it promises to make those effects worse and more pronounced in the humans who are directly affected. Many of those people don't fly anywhere and don't plan to, so it doesn't help them to have more planes flying in and out of that airport. Please kill this project. Lives and health outcomes depend on NOT proceeding with this project.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-915

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-916**Rachel Rowland**

We should be focusing on rail transit and more fuel efficient and less polluting forms of transit, not expanding OAK!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-916

1. The Port does not have the authority to require air travelers to use other modes of transportation. See also Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-917**Terrance Rowson**

Noise and air pollution are at unacceptable levels currently. expansion will make it unlivable in Alameda and surrounding communities.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-917

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-918**Jennifer Russell**

Flying more planes only worsens the climate. Less is more. Don't add more air travel. Just say no to adding more air pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-918

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-919**Jennifer Russo**

I am a frequent user of OAK and think upgrades are definitely required. As a neighbor of the airport, I would like to request that triple-paned windows be provided to the homes under the flight paths. This would go a long way to preserve the relationship with the community.

1 2

Response to Commenter P-919

1. The commenter's statement regarding upgrades being required is acknowledged.
2. Part 150 Noise Compatibility Program mitigation measures, such as window replacements, are outside the scope of the Proposed Project. See also Global Response D: Noise.

Commenter P-920**Jennifer Russo**

Please spare my family from increased noise, traffic, and air pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-920

1. **Section 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-921**Robert Russo**

I fly out of OAK frequently and am a resident of the nearby Casitas HOA. I agree upgrades are necessary but I strongly encourage that triple-paned windows be provided for the neighboring communities that are affected by the flight path.

1

Also, if the number of flights expand, could OAK limit the time? It would be ideal if flights didn't arrive/leave before 6am or after 10pm? Is the possibility of reconfiguring takeoff and landing to occur over uninhabited areas?

2

Finally, could noise abatement strategies such as the takeoff practice that is utilized in SNA be applied at OAK?

3

4

Response to Commenter P-921

1. The commenter's statement regarding support for upgrades at the airport is acknowledged. Part 150 Noise Compatibility Program abatement measures, such as window replacements, are outside the scope of the Proposed Project and are not discussed at this time. See also Global Response D: Noise.
2. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.

Commenter P-922**Robert Russo**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-922

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-923
Susan Rutherford

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-923

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-924**Victoria Ryan**

My pets are traumatized, hiding in closets, not eating and/or vomiting.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-924

1. The commenter’s statement regarding their pets being traumatized is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-925

Nikki Sachs

The air we breath needs to be cleaner. More flights and activity at the Oakland Airport will continue to pollute our environment. Invest in renewable energy. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 11

Response to Commenter P-925

1. The commenter's statement regarding the need for cleaner air is acknowledged. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. See also Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-926
George Salamy

More oversight is needed for existing flights as to times of takeoff and landings. More traffic with less adherence to rules is why I am signing up. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-926

1. For a discussion on flight procedures, see Global Response B: Flight Paths and Procedures. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-927
Hope Salzer

After the Oakland airport was allowed to alter flight paths, overhead airplane noise has become noticeably worse and planes are seemingly allowed to depart or land well after midnight. The airplane engine noise is a major sleep disrupter and needs to be curtailed.

1

Additionally, the last thing our economy needs, long-term, is to expand a very Carbon-emission intensive industry in a low-lying location that may very well be adversely impacted by sea-level rise and increasing storm surge/severity? so that those new transportation assets may have a shorter than normal life span and become ?stranded assets?. It?s not a prudent use of taxpayer money and is likely to exacerbate externalized costs to society.

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.

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- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

12

Response to Commenter P-927

1. The commenter's statement regarding flight paths and overhead noise is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-928**Hope Salzer**

The noise from Oakland airport's traffic already negatively effects my family's sleep, our air quality, and our quality of life. OAK is also located where sea level rise and other climate disruption may make it a non-viable location. Until aviation is carbon-neutral, we should be doing everything we can to reduce air travel. Expanding airports is NOT the investment we need to be making right now. After the Oakland airport was allowed to alter flight paths, overhead airplane noise has become noticeably worse and planes are seemingly allowed to depart or land well after midnight. The airplane engine noise is a major sleep disrupter and needs to be curtailed. Additionally, the last thing our economy needs, long-term, is to expand a very Carbon-emission intensive industry in a low-lying location that may very well be adversely impacted by sea-level rise and increasing storm surge/severity so that those new transportation assets may have a shorter than normal life span and become stranded assets. It's not a prudent use of taxpayer money and is likely to exacerbate externalized costs to society.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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31. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

6

32. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

7

33. Aviation is hard to decarbonize and biofuels are not the answer.

8

34. It's too much noise. More Flights= More noise.

9

35. Sea level rise threatens shoreline development.

10

36. Labor rights are at stake.

11

37. Inequity: flying is an elite privilege with high costs for everyone else.

12

38. We have alternatives. Invest in Rail.

13

39. We have alternatives like remote business and conferencing.

40. We need to shift towards climate-just transportation.

14

Response to Commenter P-928

1. The commenter's statement regarding being negatively affected by airport noise is acknowledged.
2. The commenter's statement regarding sea level rise and reducing air travel is acknowledged. For a discussion on sea level rise, see Global Response G: Greenhouse Gas and Climate Change. With respect to reducing air travel, the Port does not have the authority to require air travelers to use other modes of transportation.

3. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. The commenter's statement regarding the Proposed Project not being a prudent use of taxpayer money is acknowledged.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-929
Linda Propert Sanford

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-929

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-930
Vanessa Santarsiero

There's simply no need to do this aside from the monetary and it frankly hurts Oakland citizens, Who already deal with extraordinary levels of pollution. Our East Bay deserves better!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-930

1. The commenter's statement perceiving there to be no need for the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-931
Carolyn & Tony Scarr**

We will be deluged with noise,

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-931

1. **Section 3.11** of the EIR discusses noise impacts. No significant noise impact would occur as a result of the implementation of the Proposed Project. See also Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-932
Susan Schacher

I am very concerned that the OAK airport expansion will intensify noise, air pollution and the climate crisis. We have alternatives to air travel, such as rail. And alternative to travel altogether, such as video conferencing	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	11
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	12

Response to Commenter P-932

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on the climate crisis, see Global Response G: Greenhouse Gas and Climate Change.
2. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-933

Carol Schaffer

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-933

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-934
Monika Scherlchen

I oppose the planned expansion of OAK!

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Response to Commenter P-934

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-935
Naomi Schiff

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.

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5

6

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-935

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-936

Jenifer Schneider

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | | |
|-----|--|----|
| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. | It's too much noise. More Flights= More noise. | 4 |
| 5. | Sea level rise threatens shoreline development. | 5 |
| 6. | Labor rights are at stake. | 6 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. | We have alternatives. Invest in Rail. | 8 |
| 9. | We have alternatives like remote business and conferencing. | 9 |
| 10. | We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-936

- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
- For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
- For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-937
Marilynn Schneller

I've lived in Alameda for 32 years and it took us a while to get used to the sound of the airplanes. Recently, the airplanes are so close and very loud. I can even hear it with all of my windows and doors closed. If you expand the airport, it will make it unbearable for all of us who live in Alameda. we are opposing expansion of the airport because of all of the noise. Please do not let him build the extension because it would be unbearable to hear all of the airport traffic all night long! I also have a husband who is very sick and the noise from the airplanes wakes him up because the airplanes are so loud when they fly over our house.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-937

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-938

Becca Schonberg

I live in Berkeley and I strongly oppose the expansion of the Oakland airport. The damage we have done to the climate from burning fossil fuels is already likely irreparable. We need to find ways to support the local economy and people who live here without relying on burning ever more fossil fuels. It's that simple. The gains from the airport expansion will go to the few while the burdens of increased pollution locally and globally will be borne by front-line communities, poor people, and people of color. The jobs created locally by the expansion will be mostly low-wage work and will come with significant health burdens to the workers. There are so many other ways we can invest locally -- in things like high-speed rail, for example. All of the Bay Area is by definition along the coastline and we will pay the price directly for foolishly continuing down the path of an extractive economy. Please reconsider this plan as organizations like 350 Bay Area are urging you to do.

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Response to Commenter P-938

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding finding ways to support local economy without burning fossil fuel is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.
3. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

4. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-939

Rebecca Schonberg

Expanding air travel will do more harm than good. We need to invest in a green economy and create jobs that do not carry such heavy costs in terms of heating up our planet.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-939

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. The commenter's statement regarding investing in a green economy is acknowledged. See also see Global Response G: Greenhouse Gas and Climate Change.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-940
Janice Schroeder

I took the "no flight pledge" in 2005 so future generations can have a future! The climate disruption impacts us all; all living beings, the air, water and land. We are all connected and interdependent. As the stewards of this precious planet, we must act now to protect this planet for future generations.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-940

1. The commenter’s statement regarding taking a “no flight pledge” and acting to protect the planet for future generations is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-941
Janice Schroeder

I took the "no flight pledge" in 2005 so future generations can have a future! The climate disruption impacts us all; all living beings, the air, water and land. We are all connected and interdependent. As the stewards of this precious planet, we must act now to protect this planet for future generations. Expanding 16 new gates puts the near by communities and the climate more at risk. You can prevent this.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-941

1. The commenter's statement regarding taking a "no flight pledge" and acting to protect the planet for future generations is acknowledged. The commenter's statement regarding opposition to the Proposed Project is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-942**Maria Schulman**

Alameda is covered in pollution. Layers of gray and black affecting our children's health you would have a future lawsuit on your hands for alameda kids who grew up w chronic health issues

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-942

1. The commenter's statement regarding pollution in Alameda and children's health being affected is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-943**Yael Schy**

I'm a senior, working from home in Alameda. I can't function & pay my bills if I can't get done sleep! Please don't increase noise pollution & traffic in our area! I also have severe asthma, and am already unable to go outside in spare the air days. PLEASE don't add any more air pollution with an OAK airport expansion or I may be trapped in my home!

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-943

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-944**Gregory Scott**

Flights should take off at a extreme angle like Orange County flights to minimize noise.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-944

1. The noise abatement program at John Wayne Airport in Orange County, California was implemented prior to the passage of the Airport Noise and Capacity Act (ANCA). Due to ANCA, the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-945**Thomas Scruggs**

In the East Bay we are already subjected to too many flights so close to our homes. No more pollution is needed. I know how the sound of jets can disturb one's life, I grew up in Millbrae and we suffered from all the noise out of SFO. Do not inflict this on more people. And the environmental impact will be very bad.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-945

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-946**Pauline Seales**

We have to drastically reduce flying to reduce Climate Change. Expanding airports is madness!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-946

1. The commenter's statement regarding reducing flying to reduce climate change is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-947
Patricia Seffens

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. It's too much noise. More Flights= More noise. | 4 |
| 5. Sea level rise threatens shoreline development. | 5 |
| 6. Labor rights are at stake. | 6 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. We have alternatives. Invest in Rail. | 8 |
| 9. We have alternatives like remote business and conferencing. | 9 |
| 10. We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-947

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-948

Lisa Segal

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.	10
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Response to Commenter P-948

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-949 **Shirley Selangoski**

The climate cannot withstand more development for more polluting flights and noise. Please do not expand.	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-949

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-950
Shirley Selangoski

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-950

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-951**Holly Sellers**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-951

33. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
34. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
35. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
36. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
37. For a discussion of aircraft noise, see Global Response D: Noise.
38. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
39. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
40. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
41. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

42. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-952

Robert Sellers

Oakland routes departure planes directly over San Mateo low and loud - they fail to track them on their flight track website - they are dishonest and unapologetic about these flights and let SFO take the heat for what the traffic controllers call the candle and stick routes- the pollution needs to stop- why does the airline industry get a pass on pollution?

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-952

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-953**Joseph Servin**

I am deeply concerned with the noise level and pollution level that this will cause for our home and neighbors. Just today it smelled strongly of jet fuel and gave me a headache. When the planes change air fields due to maintenance the airplanes flying over our homes are too loud and it sounds as if one is about to crash. Please do not move forward with this.

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Response to Commenter P-953

1. The commenter's statement regarding getting a headache from the smell of jet fuel and the noise from planes over their home is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the

Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

2. The commenter's statement requesting to not move forward with the Proposed Project is acknowledged.

Commenter P-954

Jane Shahpar

This is extremely important for our children	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-954

1. The commenter's statement regarding the Proposed Project being important for their children is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-955
Cindy Shamban

I live in the path of many planes taking off from Oakland Airport. I can't imagine 17 more gates, each with planes taking off which will add much pollution to the Bay Area and crowded sys.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-955

1. The commenter's statement regarding the pollution from plants is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-956**Maria Shanle**

We need to be building toward the future, meaning more sustainable infrastructure. An airport expansion is exactly the opposite of what is needed at this moment of extreme climate emergency.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-956

1. The commenter's statement regarding needing more sustainable infrastructure and opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-957
Shawna Sherman

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-957

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-958**Susan Shauf**

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

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With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

3

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens. Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-958

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

Commenter P-959

Philip Shaw

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-959

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-960

Leah Sheely

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-960

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-961

Nancie Shelden

The proposed expansion will have an extremely negative impact on thousands of homes and many more citizens. I am very concerned about noise and air pollution, environmental impact, potential disaster if a plane went down. I also feel that there has been a lack of effort to work with the actual residents of the area to hear/address issues and concerns. I strongly oppose the proposed expansion, and question the need for it in a region (east bay) that is already built out without much room for increased homes/passengers going forward. I am fine with a modernization of the existing facility but not the addition of enlarged terminals.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

4

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

5

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

6

3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.	8
5. Sea level rise threatens shoreline development.	9
6. Labor rights are at stake.	10
7. Inequity: flying is an elite privilege with high costs for everyone else.	11
8. We have alternatives. Invest in Rail.	12
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	13

Response to Commenter P-961

1. The commenter's statement regarding perceived impacts of the Proposed Project and concern for plane crashes is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. **Chapter 3** of the EIR discusses environmental impacts and provides existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
2. **Chapter 6** of the EIR provides information regarding public outreach associated with the publication of the Draft EIR.
3. The commenter's opposition to the Proposed Project and questioning its need is acknowledged. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-962**Bhima Sheridan**

I had all kinds of great ideas for my speech. I didn't write anything down so since I'll ad lib I apologize but I'd like to go on record as opposing this expansion at the moment. I'm a businessman, I'm a realtor, I'm a landlord in Berkely and Oakland. I recognize the importance of business and I'll be honest a lot of my customers arrive through your airport but I'm also a scientist by training and I recognize what's happening to our climate and I'm concerned about the high altitude of affects of burning hydrocarbons in our troposphere.

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I don't really buy your argument that there's hordes of would be air travelers who will rush your gates regardless of whether you expand or not. I think you guys have the legal and moral authority maybe not to regulate scope three emissions but to stand up and to consider our future. I think we have a climate emergency, 99.9 percent of climate scientists agree, and the .1 percent are in the employ of fossil fuel companies.

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

Response to Commenter P-962

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.
2. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

3. The commenter's statement regarding the Port having the legal and moral authority to stand up and consider the future is acknowledged.
4. The commenter's statement regarding climate change and burning fossil fuels is acknowledged. See also Global Response G: Greenhouse Gas and Climate Change.

Commenter P-963**Bhima Sheridan**

Flying is the single most damaging mode of travel mile for mile and most of our trips are for leisure. We owe it to our great grandchildren to keep our climate livable. At the rate we are going, we are facing our own extinction if we don't reign in our emissions.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-963

1. The commenter's statement regarding flying being a damaging mode of travel and owing it to our great grandchildren to keep the climate livable is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-964
Bhima Sheridan

Flying is the single most damaging mode of travel mile for mile and most of our trips are for leisure. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.	11
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Response to Commenter P-964

1. The commenter's statement regarding flying being the most damaging mode of travel is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-965**Bhima Sheridan**

We owe it to our great grandchildren to keep our climate livable. At the rate we are going, we are facing our own extinction if we don't reign in our emissions.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-965

1. The commenter's statement regarding keeping the climate livable is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-966
Django Sheridan

I oppose this because it will lead to an increase in air travel which is a major contributor to the climate emergency.

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Response to Commenter P-966

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-967
Gjango Sheridan

I'm a 16-year-old Berkeley High student and I'm here in opposition of the airport because of its contribution to the climate crisis.. When I was at school today I noticed that the air quality was pretty bad, it was smoky.. It was one of the many reminders that I get daily that I may not have a future.. Expanding the airport whether you want to take responsibility or not will allow for more air travel which is a major greenhouse gas emitter.. Trying to

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

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

3

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

4

Response to Commenter P-967

1. The commenter's opposition to the airport is acknowledged.
2. The commenter's statement regarding air quality is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The commenter's statement regarding the unpredictability from the climate crisis is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. The commenter's statement regarding air quality is acknowledged. See response to Comment #2 of this letter.

Commenter P-968

Twyla Sheridan

I'm 12 years old and in seventh grade.. I care about this because I want to be alive in ten years and with the way things look now that may not be possible.. Like Hurricane Hillary; we're seeing really weird weather and it's just getting worse because of all the harmful businesses that want money and who can say no to mullah?.. I can if my life is on the line.

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Businesses can use their money to provide things that are good for the planet like electric cars.. I know it's easier said than done but the more we wait the harder, harder, harder,

harder it will be to make those changes so I say let's start now by keeping the airport small.. Thank you.

Response to Commenter P-968

1. The commenter's statement regarding weird weather, climate change, ways businesses can use their money for things that are good for the planet, and wanting to keep the airport small is acknowledged.

Commenter P-969

Susan Sherk

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-969

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-970

Catherine Sherrer

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show

the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-970

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No changes in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport

worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The commenter's statement opposition to the Proposed Project is acknowledged.

Commenter P-971

Catherine Sherrer

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | | |
|-----|--|----|
| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. | It's too much noise. More Flights= More noise. | 4 |
| 5. | Sea level rise threatens shoreline development. | 5 |
| 6. | Labor rights are at stake. | 6 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. | We have alternatives. Invest in Rail. | 8 |
| 9. | We have alternatives like remote business and conferencing. | 9 |
| 10. | We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-971

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-972
Alli Shields**

Pls don't – think of the climate impact	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-972

1. The commenter’s opposition to the Proposed Project is acknowledged. For a discussion on climate impact, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-973
Kelly Shimabukuro

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-973

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-974
Virginia Shimabukuro

Let's make decisions that honor the health of our planet, as well as the quality of life for local citizens. The Oakland Airport proposed expansion runs contrary to these goals.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-974

1. The commenter's statement regarding honoring the health of the planet and quality of life for local citizens is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-975**Alla Shipovsky**

We can't even open windows with current airplane traffic - this area is not good for extension - please move it to a different area - people are suffering from the noise !!

1

Response to Commenter P-975

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. For a discussion on alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-976**Alla Shipovsky**

Please stop oak expansion - our area already suffering from the noise!!!!
It's hard to sleep and you can't open windows as the noise is terrible!!

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Response to Commenter P-976

1. The commenter's opposition to the Proposed Project and suffering from the noise is acknowledged. **Section 3.11** of the EIR discuss noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.

Commenter P-977**Alla Shipovsky**

Several areas already suffering from the Oak traffic - I really think more traffics will be bad on people health

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-977

1. **Section 3.13** of the EIR provides an analysis on traffic impacts that would occur as a result of the implementation of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed. The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-Airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-978**Rebecca Shirley**

Fossil fueled climate change MUST be prioritized in all of our decisions.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-978

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-979**Courtney Silva**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-979

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-980
Ethan Silverman

I oppose Oakland expansion as I live here and it will Impact my life I do not want this!!!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-980

1. The commenter's opposition to the Proposed Project is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-981**Kira Silverman**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-981

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-982

Kira Silverman

I do not want this for my children.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-982

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-983

Mila Silverman

This is bad for the environment..

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-983

1. The commenter's statement regarding the Proposed Project being bad for the environment is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-984

Dee Simmons

We must do what we can to prevent noise pollution, health risks and air quality!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-984

12. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively, that would occur as a result of the implementation of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

13. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
14. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
15. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
16. For a discussion of aircraft noise, see Global Response D: Noise.
17. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
18. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
19. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
20. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
 1. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-985**Elisabeth Simmons**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-985

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-986

Jessica Sims

The effects of the expansion on the Bay Farm and Alameda community have not been properly assessed. The negative effects on the community far outweigh the benefit of allowing more flights in and out of Oakland. There are already 3 major airports within a very small area. We do not need greater capacity for this airport.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	11
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-986

1. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast. **Chapter 3** of the EIR provides an analysis of environmental resource impacts that would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement regarding not needing greater capacity at OAK is acknowledged. The Proposed Project does not result in additional aircraft operations.

The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-987
Roshanak Sirjani

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-987

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-988**Brian Skinner**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-988

21. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
22. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
23. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

24. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
 25. For a discussion of aircraft noise, see Global Response D: Noise.
 26. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
 27. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
 28. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
 29. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
1. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-989

Major Skinner

Please don't destroy are city we already have the worst air in the country and help save are planet What good is it to be rich if your kids and kids kids can't live due to what you have done to the environment?

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-989

1. The commenter's statement regarding not destroying the city and saving the planet is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-990

Major Skinner

they trying to kill are kids and planet	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-990

1. The commenter's statement about kids and the planet is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-991

Michael Skolnick

As a long time resident of Alameda on both bay farm and the main island I can unequivocally state that airplane noise adversely affects quality of life. When living on bay farm close to the flight pattern we would have to pause conversations, tv shows and hope the kids didn't wake up when sleeping and that is during normal operating hours.

The noise is excruciating and infuriating when FedEx flyouts out at 2am - 4am on certain days, there is just no way to maintain sleep when those big planes take off. I know they are not supposed to take off then and I would file a complaint but the minimal fine for taking off during "closed" hours means nothing to them. I moved away from bay farm to the main island to get away from that and now I see the new flight path would go over all of Alameda. This is BAD for our city and residents.

1

Response to Commenter P-991

1. The commenter's statement regarding airplane noise affecting quality of life and the difficulty of maintaining sleep is acknowledged. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK. For a discussion of flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-992**Steve Slater**

As a long-time Alameda resident, and one with school-age children, as well as someone who occasionally travels via Oakland Airport, I am deeply concerned about the proposed airport expansion and urge the Port of Oakland to conduct further analysis and reconsider this proposal. Modernization to ensure that terminals meet industry standards to safely, effectively accommodate travelers and employees is important and reasonable; however, expansion is an entirely different matter that has serious implications for local communities and climate change. The plan prioritizes airport economics above public health and the environment, which is disappointing and alarming.

1

The Draft EIR analyses do not appropriately consider environmental impacts of expanded services, for local community noise and public health impacts and climate change contributions. The studies should be expanded to thoroughly consider all the scenarios for proposed expansion including the lived experiences of local residents as described herein.

2

Communities like mine that neighbor Oakland Airport or are located under its flight paths are already experiencing major noise impacts, and proposed flight paths under the EIR scenarios are unclear. The current occasional use of the North Field runway by commercial airlines already places great strain on Bay Farm residents, and this will very likely increase with airport expansion – either routinely as part of daily operations or when the main runway needs more regular repairs given its increased use. Intense ongoing noise creates sleep problems, increased stress, interferes with normal conversations, and is linked to heart disease. Our communities deserve to live without increased noise pollution.

2

Additionally, serious health effects occur from particulate matter emitted from airplanes during takeoff and landing, most impacting communities that live, work, and go to school near the airport. An increase in ultra-fine particles has a huge impact on the air quality and health of communities extending in a 10-mile long plume along the landing and take-off flight paths. This has not been adequately studied in the Draft EIR.

3

In addition to serious local impacts, an Oakland airport expansion will be a direct contributor to global warming more broadly. The Port of Oakland should conduct a comprehensive accounting of greenhouse gas emissions, including flight emissions, and develop a plan to reduce them substantially by 2030, not increase them. There is also an opportunity to advance alternative modes of transportation, like rail. Or, alternately, this airport expansion can wait until there are environmentally sustainable solutions to support greener flying.

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Economics and market demand are clearly identified in the Draft EIR as the drivers of this proposed expansion, without adequate consideration of community or climate change impacts. This is how we, the collective humanity, find ourselves in a global predicament in which financial profit is valued above the health of people and nature. I choose to live in the Bay Area because of our longstanding values of social justice and environmentalism, and I urge the Port of Oakland to embrace and live up to these values. It's difficult to put into words my anxiety and fear for the wellbeing of my children, family, and community if this proposed expansion were to move forward. I ask the Port of Oakland to change the plan. For local community members living near the airport, it genuinely feels like a sentencing to

6

poorer health, overall environmental degradation, and added economic hardship as property values decrease.

Response to Commenter P-992

1. The commenter's statement urging the Port to conduct further analysis and reconsider the Proposed Project is acknowledged. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. **Chapter 3** of the EIR provides analyses on environmental resource impacts that would occur as a result of the implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on aircraft noise, see Global Response D: Noise.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
4. For a discussion on greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.
5. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project

Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

6. The commenter's statement regarding considering the community and climate change impacts is acknowledged. **Chapter 2** of the EIR provides the objectives of the Port for the Proposed Project. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. See also Global Response E: Environmental Justice and Community Engagement.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

Commenter P-993

Peter Smalley

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.	10
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Response to Commenter P-993

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-994

Craig Smith

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	1
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-994

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-995**Joan Smith**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-995

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-996

Judith Smith

NO MORE GATES!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-996

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-997**Judith Smith**

NO TO OAK EXPANSION!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-997

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-998**Justin Smith**

It would be great to understand the economic impact of the project and expansion to the local community

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Response to Commenter P-998

1. The Port has invested substantial resources in EJ and climate change-related initiatives to tangibly improve the quality of life for Oakland residents and adjacent communities. The Port's extensive community engagement efforts with neighboring residents and community-based organizations have resulted in a variety of coordination and collaboration initiatives. To broaden the Port's reach into the community, additional engagement and education efforts have been targeted towards the Port's fence-line communities to include residents, local businesses and individuals that work in these neighborhoods. The Port has partnered with several well-regarded community-based organizations (CBOs) to improve its outreach to disadvantaged communities. These organizations were selected based on their dedication to disadvantaged communities including those who work with individuals with limited-English proficiency (LEP) and based on their proven experience working on issues such as public health, health equity, environmental health, environmental justice, social justice, racial equity, youth development or senior services.

The Port also continues to seek funding opportunities that will have direct benefits to the communities. See also Global Response E: Environmental Justice and Community Engagement.

Commenter P-999**Sean Smith**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-999

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1000**Susan Smith**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1000

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1001**Tom Smith**

It is absolutely imperative that we reduce, not increase, fossil fuel based transportation. Bay area already has poor air quality. Please don't add more air pollution, noise pollution, and more traffic. Don't add more OAK traffic.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1001

1. The commenter's statement regarding reducing fossil fuel-based transportation is acknowledged. **Section 3.3, 3.11, and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1002**Tom Smith**

It is absolutely imperative that we reduce, not increase, fossil fuel based transportation. Use existing gates more efficiently. Bay area already has poor air quality. Please don't add more air pollution, noise pollution, and more traffic. Don't add more OAK traffic.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1002

- The commenter's statement regarding reducing fossil fuel-based transportation is acknowledged. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the

implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.

Section 3.3, 3.11, and 3.13 of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1003**Deirdre Snyder**

This expansion flies in the face of the realities of climate change. Aside from the problems of rising sea levels flooding the runways, it is irresponsible to charge head on into climate disaster. It would be better to revive the coastal railway than to insist on this final step over the edge to climate disaster

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1003

1. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
2. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1004**Stacey Sobel**

Please do not expand the Oakland Airport! It is the downsized SFO alternative that many people use BECAUSE of it's size!! No more SF Bay expansion, please!! Please put our health before profit!

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-1004

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement regarding putting health before profit is acknowledged.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1005**Stacey Sobel**

Please put our health before profit!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
51. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
52. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
53. Aviation is hard to decarbonize and biofuels are not the answer.	5
54. It's too much noise. More Flights= More noise.	6
55. Sea level rise threatens shoreline development.	7
56. Labor rights are at stake.	8
57. Inequity: flying is an elite privilege with high costs for everyone else.	9
58. We have alternatives. Invest in Rail.	10
59. We have alternatives like remote business and conferencing.	
60. We need to shift towards climate-just transportation.	11

Response to Commenter P-1005

1. The commenter's statement regarding putting health before profit is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1006
Robin Soffer

I do not believe that there has been adequate assessment of harm's to those of us who live in Alameda and will.suffer the additional air and noise pollution. This needs to be assessed before the expansion can be improved.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1006

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1007
Luis Solorzano

It makes no sense to expand being so close to Alameda. It's very unhealthy from many perspectives.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1007

1. The commenter's statement regarding the Proposed Project being close to Alameda is acknowledged. As part of the air quality analysis included in **Section 3.3** of the

EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1008**Joel Solosky**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1008

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1009
Trish Herrera Spencer

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

1

And I want to share now that this is my personal comments.. I serve on the Airport Noise Forum because I get a lot of complaints about noise. I did it while I was mayor and I'm a former mayor. I served on that committee.. We do a -- we do not get paid for serving on that committee.. I have done it now that I'm back on City Council and there was a comment earlier in regards to there are current impacts.. There are current impacts.. I want to thank everyone that is here from the Port because we do have our quarterly meetings and many of the people that attend the meetings on behalf of the Port are here this evening and I want to thank each of them because they have been working with us over years to try to address this noise issue and the impacts of noise and the impacts of next gen on that of having planes fly over your home over and over again. I want to recognize the clock that I, if there's another opportunity to weigh in to get out Council to weigh in.. Thank you all.

Response to Commenter P-1009

1. The commenter's statement regarding the Alameda City Council meetings and receiving noise complaints while serving on the Airport Noise Forum is acknowledged.

Commenter P-1010
Trish Herrera Spencer

I'm a former mayor of the City of Alameda.. I also am the co-elected leader chair of the Airport Noise Forum.. I'm speaking today in my individual capacity.. I want to thank the Port for expanding the time to respond to the EIR. I think that's very, very important.. The matter is coming to the Alameda City Council.. It was going to come on the 5th.. I think it's being extended so those of you that want to participate in that can watch the agenda.

1

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

2

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

All the back bin monitors in the EIR none of them are on in Alameda.. They're in Oakland West, East, Laney College.. How do we get the monitors closer to the airport so we actually have real data? Thank you.

3

Response to Commenter P-1010

1. The commenter's statement regarding thanks to the Port for extending the comment period and regarding the Alameda City Council meeting is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

Commenter P-1011
Trish Herrera Spencer

Dear Acting Director Liang,

Thank you for this opportunity to respond to the Oakland International Airport Expansion and Modernization Draft EIR.

1

Firstly, I'd like to thank the Port for hosting the public meetings. I was able to attend the two meetings at the Hilton, and speak at each, in my individual capacity.

I also want to thank the Port for the 30 day extension to respond to the Draft EIR.

As you may know, I currently serve as the Elected Co-Chair of the Oakland Airport-Community Noise Management Forum, and have done so on and off since approximately 2015. I was the mayor of the City of Alameda from 2014 - 2018, and have been serving as a councilmember since 2020. <https://www.alamedaca.gov/GOVERNMENT/Elected-Officials/Councilmember-Trish-Herrera-Spencer> That being said, I write this response in my individual capacity.

I have resided on the east end of Alameda for approximately 25 years. I was diagnosed with a rare, aggressive type of breast cancer in 2007, after living in Alameda for almost 10 years. I have endured numerous cancer treatments over the past 15 years. Coincidentally, but not necessarily so, my neighbor was also diagnosed with the same rare, aggressive type of breast cancer and sadly she succumbed to the disease after about two years of treatments.

I believe that the Draft EIR falls short in numerous ways:

2

None of the BAAQMD monitors are in the City of Alameda. All three noted in the EIR are in Oakland, farther away from the Airport than where the residents of Alameda reside, on Bay Farm and on the main island. Thus, none of the monitors and the data attributed from them accurately reflect what employees of the Airport and residents of Alameda are currently exposed to 24/7. Thus, all analysis to support the expansion fail to accurately reflect the exposure by Alamedans and employees to harmful contaminants and pollutants. It is critical that monitors be placed on the airport, Bay Farm, and throughout the main island of Alameda (i.e., north and south east ends, south along shoreline, west end by Encinal High, etc.) now and before any decisions are made re expansion so that we have more accurate data upon which to base this request. I have made that request at the public meetings and hereby repeat that request.

The noise complaints come from Bay Farm as well as across Alameda. The Draft EIR looks like noise averages. That hides the more extreme noise complaints. They must be addressed.

3

The negative impacts of NextGen. Whereas pre-NextGen, neighborhoods would be exposed to noise and pollutants, now the same houses are repeatedly exposed, as in every 5 minutes. Thus, some people experience extreme exposure to noise and pollutants. The data of noise and contaminants must be collected that accurately measures the repeated

4

exposures because of NextGen, not just over a broad area. That data is missing for both noise and pollutants.

The significant increase in passengers and belly cargo. When I and others have asked what will that look like, the Port has responded that's beyond us, that's the FAA. That has to be addressed. I think it looks like planes 24/7. The impacts (e.g., noise, pollutants, GHG, etc.) will be significant to Alamedans and employees, and other surrounding cities. I don't believe it can be mitigated. The EIR fails to address mitigations, if any.

Alameda has a Climate Action and Resiliency Plan (CARP). The DEIR fails to address how this expansion project will negatively impact the City's CARP. That needs to be included.

Alameda has a Transportation Choices Plan and Vision Zero Plan. The DEIR fails to address increased traffic through the Alameda to access the expanded airport and new parking adjacent to Alameda. It is predictable that with this significant expansion project there will be significant traffic impacts on Alamedans.

The employee parking is being increased at a higher rate than the public parking. Thus, Alameda can expect more people parking in the City of Alameda since the Airport is not increasing public parking at the same rate as employee parking. The impacts on Alamedans' public parking needs to be addressed. We know currently that users of the airport park in public parking in Alameda. Thus, that will increase if the Airport does not sufficiently increase public parking.

The City of Alameda has a Hazard Mitigation Plan, including addressing tsunamis. It's my understanding that the Port (the Airport) has been part of a regional discussion re addressing climate change and sea-level rise. With the Airport expansion, and more buildings and hardscape, Alameda may be subjected to greater impacts, as a result. The DEIR needs to address that. As Alameda is a peninsula and island community, we are already at great risk.

Alternatives. As was raised by members of the public, we have Amtrak in Oakland, and the majority of flights to and from OAK are to destinations serviced by Amtrak. High-speed rail and Amtrak or similar transportation should be considered and explored, which are greener and more economical. That discussion is missing in the DEIR.

Environmental impacts. OAK is on the San Francisco Bay, as is the City of Alameda. When we talk about diverting planes and having more planes over the Bay, there are environmental impacts to the Bay. All of that should be studied to ensure that the impacts to the environment (e.g., the Bay) are minimized. The DEIR fails to address that. Other

airport locations for growth would likely have significantly less environmental impacts, because they're not directly on the water. If it is determined that airport growth in CA is absolutely necessary, alternative sites with fewer environmental impacts should be considered.

Growth inducing impacts - this must be explored in its entirety and the DEIR fails to.

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More flights (passenger and belly cargo), more hardscape, more use of limited resources (including water), more exposure to noise and pollutants, the exposure of which to Alamedans, others in the region, and employees must be fully vetted. The DEIR fails to.

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Thank you for your consideration.

Response to Commenter P-1011

1. The commenter's statement regarding the comment period extension for the Draft EIR, thanks for the public outreach efforts, and their experience with breast cancer are acknowledged.
2. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
3. The noise analysis in the EIR describes the changes in noise associated with the increase in aircraft operations that would occur with or without the implementation of the Proposed Project. See also Global Response D: Noise.
4. The future noise contours provided in Section 3.11 are based on the continued use of these existing flight paths. No changes in flight paths or flight procedures would occur as a result of the Proposed Project. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.
5. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
6. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. See response to Comment #5 of this letter. The EIR evaluated the effects of the proposed Upland Lot (formerly referred to as the Maitland Lot) through two different analyses. The first was as part of the VMT analysis as required by CEQA. The Upland Lot is proposed to replace approximately 62 percent of the existing economy lot parking spaces that would be demolished. The remaining 38 percent of the existing economy lot spaces would be replaced at the Ron Cowan Lot. The effect on VMT was calculated by looking at origin-destination patterns between five zones (two of which were in Alameda) and the economy lot and determining how average trip length would change, as described in **Section 3.13.3.2** of the EIR. Data collected

for the existing economy lot showed that about 2 percent of trips accessing the economy lot are coming from Alameda. Trips from Alameda would be expected to have a slight decrease in their VMT because both the Upland Lot and the Ron Cowan Lot are closer to Alameda than the existing economy lot. This decrease in VMT for Alameda traffic was offset by the increase in trip length for vehicles coming from other locations, such as Hegenberger Road. This resulted in an increase of approximately 0.25 miles (**Table 3.13-13**) to the average trip length for vehicles accessing economy parking as a result of the Proposed Project. It is important to note that the Proposed Project's effect on VMT is the result of relocation of parking facilities within Airport property and not related to growth in passenger volumes.

The second assessment of the effects of the Upland Lot was a level of service assessment (LOS) at key intersections. This LOS assessment was done for informational purposes only because LOS is no longer part of CEQA analyses for transportation impacts. Similar to the VMT methodology, the LOS assessment looked at the number of vehicles projected to travel between the city of Alameda and the Upland and Ron Cowan lots following demolition of the existing economy lot.

Appendix D of the EIR contains graphics showing how volumes at seven intersections were affected by the route changes. The low percentage (2 percent, which totals approximately 14 daily vehicle trips) of trips between the city of Alameda and the economy lot resulted in relatively minor changes in traffic patterns from the existing economy lots to the proposed parking lots resulting in little effect on intersection operations and LOS. Therefore, the overall VMT impact would be less than significant.

Because the effect would be less than significant, no mitigation measures are required. However, the Port will use wayfinding and signage to direct vehicle traffic to access the Airport through the primary access routes (98th Avenue and Hegenberger Road).

8. As described in Global Response A: Aviation Forecast, the size of the project components, as identified in **Chapter 2** of the EIR, is driven by forecast market demand. Further, it is not the footprint nor the size of the Proposed Project that causes these impacts, but the forecast flights at OAK that result in the identified significant air quality impacts. Given the project objectives are to support the forecast, as shown in **Table 2-2** of the EIR, the gate requirements of the Proposed Project represent the minimum number and size of gates needed to appropriately support the forecast and any alternative proposed would need to be of similar size and scope.
9. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. Any aircraft that was included in the aviation forecast included in **Appendix B** of the EIR, was included in the air quality and noise analyses. The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics. See Global Response A: Aviation Forecast.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.
14. **Chapter 3** of the EIR discloses all of the impacts that would occur as a result of the implementation of the Proposed Project.

Commenter P-1012

Amber Spiel

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.

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- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1012

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1013**Greg Spooner**

I'm a physicist and a climate activist with the Climate Justice Group's Scientists Rebellion and Extinction Rebellion. Your project title "OAK Terminal Modernization and Development," and the DEIR itself emphasize the work "modernization" and who could oppose the word modernization but what would a responsible modernization look like for an international airport?

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

Real modernization would be to reshape your plan to provide for the safe and convenient operation of this airport while not growing air traffic and not growing emissions. A truly modern project would not expand the number of gates as your plan does by 16. An airport project that faces its responsibility to meet the modern needs of the broader community would not add a third terminal as your plan does. Real modernization would not pave the way to double passenger volume in two decades as your plan does.

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

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Response to Commenter P-1013

1. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.
2. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1014**Greg Spooner**

Aviation is one of the fastest growing contributors to GHG emissions. We can't say we are serious about stopping global warming if we continue expanding fossil fuel based aviation. If

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we can't manage to limit this, how will we be able to make any real changes at all? Let's start by getting serious about limiting jet emissions. Stop the expansion of OAK (and all other commercial aviation).

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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• Aviation is hard to decarbonize and biofuels are not the answer.

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• It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.

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• Labor rights are at stake.

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• Inequity: flying is an elite privilege with high costs for everyone else.

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• We have alternatives. Invest in Rail.

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• We have alternatives like remote business and conferencing.

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• We need to shift towards climate-just transportation.

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Response to Commenter P-1014

- The commenter's statement regarding global warming, stopping fossil fuel-based aviation, and opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Section 4.3 of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1015**Greg Spooner**

Good evening Port representatives.· My name is Greg Spooner as you just said..· Until last year I lived in San Francisco. I now live in Sacramento.· I'm a 61-year-old physicist, I work in laser medicine, and I'm a climate activist with Climate Justice groups, Scientists Rebellion, and XRSFA.· Going into the DEIR it's pretty challenging to figure out what the real emissions impact of the proposed expansion would be since most of the emissions are associated with jets flying away from the airport, not taking off and landing as they cruise hundreds of miles but even if we just look at the so-called LTO evidence of the greenhouse gasses contained in the Draft EIR it's clear that what the plan describes represents an

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increase of around ten percent over the baseline 2019 year or 2028 and somewhere around 35 percent by 2038.

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

Response to Commenter P-1015

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1016

Kenneth Spray

My neighbors don't like the noise and the pollution in the air. Plus flying is expensive, and public transit continues to be underfunded.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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51. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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52. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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53. Aviation is hard to decarbonize and biofuels are not the answer.

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54. It's too much noise. More Flights= More noise.

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55. Sea level rise threatens shoreline development.

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56. Labor rights are at stake.	9
57. Inequity: flying is an elite privilege with high costs for everyone else.	10
58. We have alternatives. Invest in Rail.	11
59. We have alternatives like remote business and conferencing.	
60. We need to shift towards climate-just transportation.	12

Response to Commenter P-1016

1. The commenter's statement regarding noise and pollution in the air is acknowledged.
2. The commenter's statement regarding flying being expensive and public transit being underfunded is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1017

Trevor Spray

As a Gen Z, the climate crisis directly affects me and others in my generation. We don't need more fossil fuel consumption. What we do need is improved public transit, which would cut down car usage and traffic on our roads, as well as help our lower-income neighbors.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1017

1. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1018
Carolyn Squeri

This plan seems excessive, with very significant negative consequences for the people who live in Alameda on Bay Farm Island, including many members of my family. Please reconsider. This plan also seems ill-considered given the very real consequences of climate change and rising sea levels, much faster than ever imagined. Your runways will be under water before they are

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paid for! Oakland should be investing in high-speed rail like they have in Japan and Europe - much better for people and our planet! Thank you for considering better alternatives for our future.	3
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	4
51. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	5
52. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	6
53. Aviation is hard to decarbonize and biofuels are not the answer.	7
54. It's too much noise. More Flights= More noise.	8
55. Sea level rise threatens shoreline development.	9
56. Labor rights are at stake.	10
57. Inequity: flying is an elite privilege with high costs for everyone else.	11
58. We have alternatives. Invest in Rail.	12
59. We have alternatives like remote business and conferencing.	
60. We need to shift towards climate-just transportation.	13

Response to Commenter P-1018

1. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR. The commenter's statement regarding opposition to the Proposed Project is acknowledged.
2. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
3. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. See response to Comment #3 of this letter.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1019**Jason Stafford**

Environmental impact	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1019

1. **Chapter 3** of the EIR provides analyses of environmental resource impacts that would occur as a result of the implementation of the Proposed Project. In addition, existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1020**Olga Stafford**

It is already too much ground noise from the Airport. They never did anything to reduce it. It is also an unsafe practice to fly over the civilian settlements. I am still waiting on the analysis of the air content after planes are cruising over my head and what I am breathing in. The traffic problem will be worsened after expansion. As the ongoing problem for Alameda itself due to poor management from the current mayor Ashcraft and city council.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1020

- Chapter 3** of the EIR provides analyses of environmental resource impacts that would occur as a result of the implementation of the Proposed Project. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1021**Joan Starr**

The expansion means more flights, more pollution, more global warming emissions, and more noise. This is also bad for airport neighbors, shorebirds and animals. We are in a climate emergency. All decisions must keep this in mind.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1021

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. **Section 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project. The commenter’s statement regarding being in a climate emergency is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1022**Jill Staten**

The amount of soot we have to breathe and clean off our homes in Alameda due to the Oakland airport is already a lot. I am completely opposed to any expansion of traffic at the airport, and obviously an additional terminal, with additional gates

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1022

1. The commenter's statement regarding soot in Alameda and opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1023

Jillene Staten

The amount of soot we have to breathe and clean off our homes in Alameda due to the Oakland airport is already a lot. I am completely opposed to any expansion of traffic at the airport, and obviously an additional terminal, with additional gates, will lead to additional air traffic over our homes. I have developed asthma after moving to Alameda and more soot from airplanes is going to make it worse.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1023

1. The commenter's statement regarding soot in Alameda and opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is

implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1024

Alvin Stefani

I think my two main concerns are pollution, both air and ground and the noise factor; both in the Harbor Bay Area as well as the Alameda mainland. Let's study this issue more fully before such an enormous decision is made. Thanks, Alvin (Al) Stefani

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1024

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1025

Samantha Stein

Climate needs to be the top priority right now – we’re out of time!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1025

1. For a discussion on climate, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1026

Aline Steinbwrg

As someone with autoimmune health issue and sensory sensitivity, having commercial planes fly over our home is very harmful to my health and well being. Please do not build/expand the runway

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1026

1. The commenter's statement regarding planes affecting their health and opposition to expanding the runway is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1027

M. Steppe

Air transportation is a climate risk. The money for airport expansion needs to be used to develop other methods of transportation, such as cheaper rail or long distance busing.

1

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2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1027

1. The commenter's statement regarding air transportation being a climate risk is acknowledged. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. See response to Comment #1 of this letter.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1028
Liz Lawhead Stewart

No more pollution our air, please! Clean air is essential to my health and everyone else.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-1028

1. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1029**Kathy Stiles**

Hasn't the Oak. Airport already done enough damage! The expansion of the North Field 8 yrs. ago, literally into the backyard of the east end of Alameda (main island) has been an absolute never-ending nightmare! The ungodly noise from planes taking off directly over our homes, the deafening engine run-up roars, the nightly horror-show of planes launching one after another after another, along with the disrespectful "attacks" from the small planes, has changed my quiet east end home into what feels like living in a WAR ZONE! And forget about getting a decent night sleep. It is all so very Wrong! And doesn't even take into account what they're doing to the air quality, which has an even more widespread detrimental effect on the surrounding communities. And just which runways are all of these added planes going to be taking off from? I fear it's going to be the North field ones! That the Hell will greatly worsen! OAK needs to be operating more respectfully, NOT EXPANDING!!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

• Aviation is hard to decarbonize and biofuels are not the answer.	9
• It's too much noise. More Flights= More noise.	10
• Sea level rise threatens shoreline development.	11
• Labor rights are at stake.	12
• Inequity: flying is an elite privilege with high costs for everyone else.	13
• We have alternatives. Invest in Rail.	14
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	15

Response to Commenter P-1029

1. The commenter's statement regarding North Field is acknowledged.
2. The commenter's statement regarding noise from planes over their homes and deafening engines is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.
3. **Section 3.3** of the EIR discuss air quality impacts. No significant air quality impacts would occur as a result of the implementation of the Proposed Project.
4. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
5. The commenter's opposition to the Proposed Project is acknowledged.
6. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
8. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
9. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

10. For a discussion of aircraft noise, see Global Response D: Noise.
11. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
12. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
13. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
14. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
15. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1030**Linda Stone**

I am a resident of Alameda on Bay Farm island, so I am very close to the airport. I moved here in 1988. I was well aware of the airport being my neighbor. I actually like living close by, since I do fly to see the grandkids.

I am very concerned about the proposed addition of 16 gates. I fear there will be much more utilization of the north field. Jets departing from the north field fly directly over my back yard. It is painfully loud. Please be a good neighbor and not fly jets from the north field. Maybe build a parallel runway next to the south runway. Only small planes and the blue angles (its only once a year and they are fun to see) on the north.

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Response to Commenter P-1030

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

Commenter P-1031**Marian Stone**

My neighborhood in Oakland already lives under a barrage of noise from passing planes, some big and some little. We don't need more of this.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-1031

1. The commenter's statement regarding their neighborhood being under a barrage of noise from planes is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1032**Nicole Stone**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

51. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

52. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3

53. Aviation is hard to decarbonize and biofuels are not the answer.

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54. It's too much noise. More Flights= More noise.

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55. Sea level rise threatens shoreline development.

6

56. Labor rights are at stake.

7

57. Inequity: flying is an elite privilege with high costs for everyone else.

8

58. We have alternatives. Invest in Rail.

9

59. We have alternatives like remote business and conferencing.

60. We need to shift towards climate-just transportation.

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Response to Commenter P-1032

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1033
Camille Stough

Alameda is already on the front lines of being directly impacted by climate change and does not need additional financially motivated decisions made to the detriment of its residents.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1033

1. The commenter’s statement regarding Alameda being on the front lines of direct impacts from climate change is acknowledged. For a discussion regarding climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1034
Sharon Strachan

As a person of faith and conscience, I oppose the proposed expansion of OAK. It would harm our community and our climate, disproportionately impacting the most vulnerable including lower income people and those with asthma or other respiratory disease.

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California High Speed Rail and Brightline West will serve many of the airport destinations via high-speed rail. When these systems are complete, approximately 46% of the airport flights can be replaced by high-speed rail! Oakland and Port leadership need to be finding ways to cut carbon pollution, not locking in decades more of it.

3

Your idea of modernizing what is already at the airport is more reasonable, especially if the modernization includes ways to make the airport much more energy-efficient. Adding more to the airport defeats our environmental plans for energy efficiency and reduction following the guidelines of our state, our nation, and the Paris Accords. Thank you.

4

Response to Commenter P-1034

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

3. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
4. The commenter's statement regarding modernization of the airport being reasonable but not expansion is acknowledged. See also Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1035**Nicole Strauss**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1035

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1036

Kathleen Stricklin

"Hello. My name is Patrick Oliver and I am a neighbor and local high school science teacher. My family and I live on 23rd Avenue in Oakland, about 7 miles from the airport. I urge you to immediately reject the proposed expansion of OAK airport." 1

The expansion is a dangerous scheme that threatens all of us. We are in a Climate Emergency and we need to act like it. There is NO WAY we can expand aviation and reduce greenhouse gas emissions. 2
The Draft Environmental Impact Report (Draft EIR) claims that demand for new flights would rise regardless of whether the Project is built, but that's insane.

If you build it, they will come. This is called "induced demand". Expanding the airport will expand the airport's pollution. Shrinking the airport would shrink its emissions, We need to reduce demand for aviation -- by making flying more expensive and burdensome and making low-carbon alternatives more inexpensive and easier. 3

It is ironic, of course, that sea-level rise projections due to carbon emission pollution, like those from OAK, threaten to put the airport under underwater from storm surges and rising tides. This will be well deserved, when it happens. The Port should not expect a taxpayer bailout or beg for an ineffective seawall to be built to save its polluting infrastructure when climate chaos hits.

4

Stopping OAK expansion matters to us because millions of species, particularly marine organisms, are threatened with extinction TODAY due to rising temperatures from your climate pollution. OAK expansion will threaten our family's ability to breathe clean air and live on a healthy planet TOMORROW.

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We urge you to cancel this project and work to reduce the huge pollution impacts that OAK is already responsible for.

6

Global aviation is killing us with carbon emissions, smog and black soot. This Project would enable more growth and more flights at the exact time we need to reduce emissions and prioritize our health. Thank you for your time."

7

Response to Commenter P-1036

1. The commenter's statement urging the Port to reject the Proposed Project is acknowledged.
2. For a discussion on climate change and greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.
3. The Proposed Project is intended to better accommodate the forecast market demand in aircraft operations and enplanements.

The EIR identifies impacts that could occur but that the Port does not have the authority to control. These impacts are generally associated with aircraft operations. While OAK is subject to the regulatory authority of the FAA and TSA, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.

In the past sixteen years, four medium-hub airports (Indianapolis International, Jacksonville International, Louis Armstrong New Orleans International, and Sacramento International) opened new passenger terminal buildings (see **Table P-4** in Global Response A: Aviation Forecast). The national number of enplanements is included in this table as a reference to show national trends in enplanements both before and after these four terminal buildings were opened. In comparing the number of enplaned passengers prior to and after the opening of the passenger terminal building, it is evident that there is no correlation between the construction of a passenger terminal building and an increase in annual enplanements at the same airport. This data shows that the passenger terminal building does not increase passenger demand at an airport. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building. The Proposed Project would

accommodate forecast demand while meeting FAA safety standards at industry standard levels of service. See also Global Response A: Aviation Forecast.

4. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion on climate pollution, see Global Response G: Greenhouse Gas and Climate Change.
6. The commenter's opposition to the Proposed Project is acknowledged. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impact would occur as a result of the implementation of the Proposed Project.
7. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-1037

Ogie Strogatz

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1037

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1038

Jason Su

More expansion means increased flights, leading to greater noise, affecting residents' health and well-being. My wife was unable to sleep for three nights when the South Field was under repair and major air traffic was redirected to the North Field, the direct path of takeoff over our house. It also exacerbates air quality issues in the region, which doubles or

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triples EPA standard, endangering community health. Additionally, expansion could encroach on vital ecosystems and displace communities, disrupting lives. Instead, we should invest in sustainable transportation options like public transit and high-speed rail to reduce short-haul flights. Prioritizing the environment and residents' well-being is essential over short-term economic gains. Positioning air quality and noise monitors directly above North Field's flight path provides residents with tangible proof of compliance with air traffic regulations and guidelines.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

5

41. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

6

42. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

7

43. Aviation is hard to decarbonize and biofuels are not the answer.

8

44. It's too much noise. More Flights= More noise.

9

45. Sea level rise threatens shoreline development.

10

46. Labor rights are at stake.

11

47. Inequity: flying is an elite privilege with high costs for everyone else.

12

48. We have alternatives. Invest in Rail.

13

49. We have alternatives like remote business and conferencing.

50. We need to shift towards climate-just transportation.

14

Response to Commenter P-1038

1. The commenter's statement regarding aircraft noise affecting resident's health and disturbing sleep is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on aircraft noise, see Global Response D: Noise. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.
2. **Section 3.3** of the EIR discusses air quality impacts. No significant air quality impact would occur as a result of the implementation of the Proposed Project.

3. **Section 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the Proposed Project. With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. Also see Global Response E: Environmental Justice and Community Engagement.
4. The commenter's statement regarding prioritizing the environment and residents' well-being is acknowledged. For a discussion on flight paths and air traffic, see Global Response B: Flight Paths and Procedures. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
8. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
9. For a discussion of aircraft noise, see Global Response D: Noise.
10. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
11. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
12. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
13. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

14. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1039

Jason G. Su

Response to "Human Health Risk Assessment Technical Report":

The report displays an unwavering bias in favor of the Oakland Airport's modernization and expansion project, to the point that it reads more like a promotional pamphlet than an objective, independent scientific assessment. True scientific reports should maintain a neutral stance while conducting human health risk assessments.

1

It is perplexing to note that the report initiates by referencing human health risk thresholds before even conducting a proper risk assessment. This seemingly prejudicial approach immediately raises doubts about the objectivity of the report. Notably, BAAQMD is primarily an air quality management district, not a public health institute, and it lacks the authority to establish health risk thresholds. Any claims regarding the existence of such thresholds should be supported with credible scientific evidence, which, to my knowledge of 20 years of environmental health research, does not exist for cancer health risks attributable to air pollution.

2

Furthermore, the omission of respiratory risks arising from air toxics is a glaring oversight, as these factors are instrumental in gauging the true scale of the project's impact. The use of non-performance dispersion models also casts doubts on the reliability of the reported concentrations, as they can deviate significantly from actual measurements. Transparency in reporting the model's accuracy concerning ground measurements specifically attributable to airport operations is imperative.

3

4

The study's widespread receptors placed around the airport appear to dilute the true impact. A more meaningful analysis should define and assess the effects on vulnerable communities, which bear the greatest burden. The evaluation should focus on the impact of the project on these communities, rather than diluting the results with broader population data.

5

The method of comparing incremental human health risks to baseline (2019) is problematic. It disregards the dynamic impact of the project on human health. It is essential to report health risks annually and, if using incremental risks, to compare them with those from other sources like traffic and industrial emissions. Considering the significant overall reduction in air pollution levels across sectors in the last two decades, the project's incremental health risks should surpass those from other sources to justify its continuation.

6

Response to "Air Quality" Assessment:

The air quality assessment report heavily relies on data from regulatory air quality monitoring stations, with the nearest station, mistakenly labeled as "Oakland East" (should be "East Oakland"), located 4.4 km away from the North Field. The second station at Laney

7

College is even further at 9.0 km, and the third station, erroneously labeled as "Oakland West" (should be "West Oakland"), is over 10 km away. These monitoring stations' substantial distance from the airport raises doubts about their representativeness regarding the true impact of air traffic.

Of particular concern is the fact that the data from these monitoring stations predominantly reflect the influence of local roadway traffic, failing to adequately capture the potential effects of air traffic. For instance, NOx pollution, which tends to have a localized impact, significantly affects areas within a radius of less than 500 meters. Given that NOx concentrations from aircraft can exceed 100 ug/m³ or over 50 ppb, while typical roadway NOx levels in the San Francisco Bay region remain below 30 ppb, it is clear that the measured NOx concentrations are more indicative of local road traffic than air traffic.

To directly address the health impacts of air and noise pollution from air traffic, the Port of Oakland should consider installing air quality and noise monitors on the rooftops of the Bay Farm Elementary School buildings. These structures lie directly beneath the flight path of the North Field and such air quality and noise measurements would provide long-term evidence of the airport's compliance with air and noise pollution regulations and demonstrate a genuine commitment of the Port of Oakland to public health.

8

Response to Commenter P-1039

1. The commenter's statement about the human health risk assessment (HHRA) is acknowledged. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and California Environmental Protection Agency (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA). See also Global Response F: Human Health Risk Assessment.
2. The BAAQMD CEQA guidance includes risk thresholds associated to the individual TACs, and also includes concentration significance thresholds for project total and cumulative total PM_{2.5}. Therefore, dispersion modeling results of PM_{2.5} are compared to the concentration thresholds in the CEQA guidance. The comparison to the PM_{2.5} project threshold is presented in the EIR **Section 3.3**, page 3.3-46, and **Appendix E**, Section E.4.2, including Figure E-4. The comparison to the cumulative PM_{2.5} threshold is presented in the EIR, Appendix E, Section E.4.3.3, including Figure E-5. Both results were below the BAAQMD significance thresholds. See also Global Response F: Human Health Risk Assessment.
3. The 8-hour non-cancer health hazard to on-Airport workers is dominated by formaldehyde and acrolein, both pollutants are associated with commercial aircraft operations. The peak location of the impact is shown in the EIR, **Section 3.3**, **Figure 3.3-3**. This location implies that the concentrations in the aircraft ramp area around the passenger terminals could be at or above the significance threshold.

According to National Institute of Occupational Safety and Health (NIOSH), symptoms of exposure to formaldehyde include irritation to the eyes, nose, throat, and respiratory system causing tearing, coughing, and wheezing. The reference exposure level (REL), used as the significance threshold for 8-hour exposure to

formaldehyde is set by OEHHA to 9 ug/m3. Exposure to acrolein may lead to irritation to the eyes, skin, and mucous membrane; decreased pulmonary function, delayed pulmonary edema, and chronic respiratory disease. The REL, used as the significance threshold for 8-hour exposure to acrolein is set by OEHHA to 0.7 ug/m3.

Additionally, a health risk assessment cannot be used to definitively show causation between exposure to a specific toxic substance and an individual's illness. While the potentially significant impact to on-Airport workers disclosed in the EIR shows exceedance of the OEHHA health risk criteria, this shows that there is potential for non-cancer health effects to occur but cannot be used to determine the number of workers who would experience health effect, or the severity of extent of symptoms.

See also Global Response F: Human Health Risk Assessment.

4. TACs were modeled and analyzed using the USEPA dispersion model AERMOD and discussed and summarized in **Section 3.3** of the EIR and **Appendix E**. See also Global Response F: Human Health Risk Assessment.
5. The commenter's assertion that the EIR's inclusion of widespread receptors extending outward from the airport is diluting the impact indicates a misunderstanding of the risk evaluation process. Rather than the wide breadth of receptors 'diluting' the impact, the broad extent receptors ensures that the maximally exposed individual (MEI) is captured in the analysis. For each and every receptor analyzed in the EIR HHRA, the calculated concentrations of all TAC of concern are used to estimate the cancer and non-cancer risk of an individual located at that receptor. The maximum impact presented in the HHRA, which is compared directly to the applicable BAAQMD thresholds, represent the maximum impact across all receptors, including vulnerable communities in the vicinity of the airport, and is not a 'diluted' impact. This is described in more detail in the Methodology section of the HHRA, included as **Appendix E** of the EIR. See also Global Response F: Human Health Risk Assessment.
6. As presented in **Section 3.3** and **Appendix E** of the EIR and discussed further in Global Response F: Human Health Risk Assessment, TAC emissions, particularly those of diesel PM - the primary mobile source carcinogen associated with Airport activity - would decrease under the future Proposed Project conditions relative to the environmental baseline (2019). Accordingly long-term operational carcinogenic health risk and non-cancer health hazards would be lower under the future conditions than the baseline for all off-Airport receptors.

As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

7. The commenter's notes relating to the naming of the East Oakland and West Oakland monitoring stations are acknowledged. The commenter also suggests that the distance of the West and East Oakland monitoring stations may not be representative of actual local conditions. These conditions are presented to contextualize project impacts and to assist decisionmakers in considering the effects of the project on local air quality. Moreover, because no single monitor perfectly reflects the existing local air quality conditions at the Airport itself, the EIR includes monitoring data summary tables from all Bay Area monitors in the vicinity (**Table 3.3-4** in the EIR) and from those monitoring located closest to the airport (**Table 3.3-5** in the EIR) to provide the broadest context. Moreover, the local air quality conditions are presented in the EIR predominantly for disclosure and contextual purposes, as these monitoring results are not directly referenced in the assessment of project impacts relative to significance criteria, consistent with BAAQMD Guidelines for the evaluation of project-level air quality impacts. The BAAQMD air quality significance thresholds are discussed in detail in **Section 2.2** of **Appendix F** of the EIR.
8. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

Commenter P-1040

Jason G. Su

I have yet to receive confirmation of the public comments I submitted via <https://www.oaklandairport.com/terminaldevelopment/get-in-touch/>. To ensure that my input is duly recorded, I am submitting my public comment through this email.

1

Response to "Human Health Risk Assessment Technical Report":

The report displays an unwavering bias in favor of the Oakland Airport's modernization and expansion project, to the point that it reads more like a promotional pamphlet than an

2

objective, independent scientific assessment. True scientific reports should maintain a neutral stance while conducting human health risk assessments.

It is perplexing to note that the report initiates by referencing human health risk thresholds before even conducting a proper risk assessment. This seemingly prejudicial approach immediately raises doubts about the objectivity of the report. Notably, BAAQMD is primarily an air quality management district, not a public health institute, and it lacks the authority to establish health risk thresholds. Any claims regarding the existence of such thresholds should be supported with credible scientific evidence, which, to my knowledge of 20 years of environmental health research, does not exist for cancer health risks attributable to air pollution.

3

Furthermore, the omission of respiratory risks arising from air toxics is a glaring oversight, as these factors are instrumental in gauging the true scale of the project's impact. The use of non-performance dispersion models also casts doubts on the reliability of the reported concentrations, as they can deviate significantly from actual measurements. Transparency in reporting the model's accuracy concerning ground measurements specifically attributable to airport operations is imperative.

4

5

The study's widespread receptors placed around the airport appear to dilute the true impact. A more meaningful analysis should define and assess the effects on vulnerable communities, which bear the greatest burden. The evaluation should focus on the impact of the project on these communities, rather than diluting the results with broader population data.

6

The method of comparing incremental human health risks to baseline (2019) is problematic. It disregards the dynamic impact of the project on human health. It is essential to report health risks annually and, if using incremental risks, to compare them with those from other sources like traffic and industrial emissions. Considering the significant overall reduction in air pollution levels across sectors in the last two decades, the project's incremental health risks should surpass those from other sources to justify its continuation.

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8

Of particular concern is the fact that the data from these monitoring stations predominantly reflect the influence of local roadway traffic, failing to adequately capture the potential effects of air traffic. For instance, NOx pollution, which tends to have a localized impact, significantly affects areas within a radius of less than 500 meters. Given that NOx concentrations from aircraft can exceed 100 ug/m³ or over 50 ppb, while typical roadway NOx levels in the San Francisco Bay region remain below 30 ppb, it is clear that the measured NOx concentrations are more indicative of local road traffic than air traffic.

To directly address the health impacts of air and noise pollution from air traffic, the Port of Oakland should consider installing air quality and noise monitors on the rooftops of the Bay Farm Elementary School buildings. These structures lie directly beneath the flight path of the North Field and such air quality and noise measurements would provide long-term evidence of the airport's compliance with air and noise pollution regulations and demonstrate a genuine commitment of the Port of Oakland to public health.

Response to Commenter P-1040

1. The commenter's statement regarding ensuring their comment is duly recorded is acknowledged.
2. The commenter's statement about the human health risk assessment (HHRA) is acknowledged. The HHRA was conducted in accordance with the HHRA modeling protocol, included as Attachment 1 in **Appendix E** of the EIR, which was reviewed by BAAQMD and follows the modeling procedures developed by BAAQMD and California Environmental Protection Agency (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA). See also Global Response F: Human Health Risk Assessment.
3. The BAAQMD CEQA guidance includes risk thresholds associated to the individual TACs, and also includes concentration significance thresholds for project total and cumulative total PM_{2.5}. Therefore, dispersion modeling results of PM_{2.5} are compared to the concentration thresholds in the CEQA guidance. The comparison to the PM_{2.5} project threshold is presented in the EIR **Section 3.3**, page 3.3-46, and **Appendix E**, Section E.4.2, including Figure E-4. The comparison to the cumulative PM_{2.5} threshold is presented in the EIR, Appendix E, Section E.4.3.3, including Figure E-5. Both results were below the BAAQMD significance thresholds. See also Global Response F: Human Health Risk Assessment.
4. The 8-hour non-cancer health hazard to on-Airport workers is dominated by formaldehyde and acrolein, both pollutants are associated with commercial aircraft operations. The peak location of the impact is shown in the EIR, **Section 3.3, Figure 3.3-3**. This location implies that the concentrations in the aircraft ramp area around the passenger terminals could be at or above the significance threshold.

According to National Institute of Occupational Safety and Health (NIOSH), symptoms of exposure to formaldehyde include irritation to the eyes, nose, throat, and respiratory system causing tearing, coughing, and wheezing. The reference exposure level (REL), used as the significance threshold for 8-hour exposure to formaldehyde is set by OEHHA to 9 ug/m³. Exposure to acrolein may lead to irritation to the eyes, skin, and mucous membrane; decreased pulmonary function, delayed pulmonary edema, and chronic respiratory disease. The REL, used as the significance threshold for 8-hour exposure to acrolein is set by OEHHA to 0.7 ug/m³.

Additionally, a health risk assessment cannot be used to definitively show causation between exposure to a specific toxic substance and an individual's illness. While the potentially significant impact to on-Airport workers disclosed in the EIR shows exceedance of the OEHHA health risk criteria, this shows that there is potential for

non-cancer health effects to occur but cannot be used to determine the number of workers who would experience health effect, or the severity of extent of symptoms.

See also Global Response F: Human Health Risk Assessment.

5. TACs were modeled and analyzed using the USEPA dispersion model AERMOD and discussed and summarized in **Section 3.3** of the EIR and **Appendix E**. See also Global Response F: Human Health Risk Assessment.
6. The commenter's assertion that the EIR's inclusion of widespread receptors extending outward from the airport is diluting the impact indicates a misunderstanding of the risk evaluation process. Rather than the wide breadth of receptors 'diluting' the impact, the broad extent receptors ensures that the maximally exposed individual (MEI) is captured in the analysis. For each and every receptor analyzed in the EIR HHRA, the calculated concentrations of all TAC of concern are used to estimate the cancer and non-cancer risk of an individual located at that receptor. The maximum impact presented in the HHRA, which is compared directly to the applicable BAAQMD thresholds, represent the maximum impact across all receptors, including vulnerable communities in the vicinity of the airport, and is not a 'diluted' impact. This is described in more detail in the Methodology section of the HHRA, included as **Appendix E** of the EIR. See also Global Response F: Human Health Risk Assessment.
7. As presented in **Section 3.3** and **Appendix E** of the EIR and discussed further in Global Response F: Human Health Risk Assessment, TAC emissions, particularly those of diesel PM - the primary mobile source carcinogen associated with Airport activity - would decrease under the future Proposed Project conditions relative to the environmental baseline (2019). Accordingly long-term operational carcinogenic health risk and non-cancer health hazards would be lower under the future conditions than the baseline for all off-Airport receptors.

As stated in **Appendix B**, 2019 was determined to be the baseline year (existing conditions), which was pre-COVID. Section 15125 of the CEQA Guidelines requires an 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 (NOP) 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 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. The degree to which aviation demand was reduced due to the COVID pandemic starting in 2020 is considered highly unusual. The NOP was issued in 2021, during a period of extreme change; the operations during this time would not provide a reasonable

representation of normal activity. The Port, therefore, believes that the most recent pre-COVID conditions, as experienced in 2019, best represent the existing conditions for this analysis. Also see Global Response C: Baseline Year for a discussion of 2019 as the baseline year.

8. The commenter's notes relating to the naming of the East Oakland and West Oakland monitoring stations are acknowledged. The commenter also suggests that the distance of the West and East Oakland monitoring stations may not be representative of actual local conditions. These conditions are presented to contextualize project impacts and to assist decisionmakers in considering the effects of the project on local air quality. Moreover, because no single monitor perfectly reflects the existing local air quality conditions at the Airport itself, the EIR includes monitoring data summary tables from all Bay Area monitors in the vicinity (**Table 3.3-4** in the EIR) and from those monitoring located closest to the airport (**Table 3.3-5** in the EIR) to provide the broadest context. Moreover, the local air quality conditions are presented in the EIR predominantly for disclosure and contextual purposes, as these monitoring results are not directly referenced in the assessment of project impacts relative to significance criteria, consistent with BAAQMD Guidelines for the evaluation of project-level air quality impacts. The BAAQMD air quality significance thresholds are discussed in detail in **Section 2.2** of **Appendix F** of the EIR.
9. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

Commenter P-1041

Kathy Sugitani

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1041

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1042**Michael Sullivan**

I personally feel that we should be flying less to reduce the impact on the environment. This expansion is going to do the opposite

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1042

1. The commenter's statement regarding flying less is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1043

Kathleen Sum

I have lived right next to the Oakland Airport since 1995 and have experienced increasing aircraft noise that is becoming unacceptable. In the mornings starting at 6-7 AM there are plane after plane taking off every minute. It's been a daily assault on my hearing and peace of mind. There can be no more planes and runways going over and/or near our homes. It's already bad enough as it is. I cannot hear or have a conversation in my backyard when the planes fly by.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1043

1. The commenter's statement regarding aircraft noise assaulting their hearing and peace of mind is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
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8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1044
Stephen and Kathleen Sum

We have lived on Ratto Road near the OAK since 1995 and over the years have had to deal with more and more aircraft flights and attendant noise over the years. We cannot hear any conversations in our backyard when the airplanes fly overhead and am waken up at 6-7:00 am with constant aircraft flying overhead almost every minute. We do not want anymore expansion runways going over our homes at all, and it is imperative to have more studies done on the airplane noise and emissions that affect our neighborhood. It is unconscionable to not do these things.

1

Response to Commenter P-1044

1. The commenter's statement regarding aircraft flight and attendant noise and not being able to hear any conversations in their backyard is acknowledged. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast. For a discussion on aircraft noise, see Global Response D: Noise.

Commenter P-1045
Christina Summary

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- 3
- Aviation is hard to decarbonize and biofuels are not the answer.
- 4
- It's too much noise. More Flights= More noise.
- 5
- Sea level rise threatens shoreline development.
- 6
- Labor rights are at stake.
- 7
- Inequity: flying is an elite privilege with high costs for everyone else.
- 8

- | | |
|--|----|
| <ul style="list-style-type: none"> • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. | 9 |
| <ul style="list-style-type: none"> • We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-1045

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1046**Brandon Svec**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1046

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1047
swharrison

My comments are always the same. The nightmare of planes flying over my house continue to be a nightmare. I have submitted complaints since 2008. I live in Hayward, 22574 Norwood Drive. Please stop the planes flying over our houses. Please.

1

Response to Commenter P-1047

1. The commenter's statement regarding the planes flying over their house continuing to be a nightmare is acknowledged. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-1048
Paula Swiatkowski

I live here in Oakland, and for reasons of planetary health and environmental justice/equity I strongly oppose the proposed OAK expansion. Corporate profit is not the most important thing, folks. People matter; the planet matters. Just don't do it; please prioritize people and planet over money.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.

3

4

5

• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1048

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on planetary health, see Global Response G: Greenhouse Gas and Climate Change. For a discussion on environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1049

Ambee T

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1049

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1050

Kathryn Taddei

Increased noise and air pollution that can lead to health problems are my greatest concerns. I live very close to this airport and have experienced sleep disturbance from planes flying at all hours of the day and night. Double paned glass windows make no difference especially when all flights are diverted to the north field during inclement weather and runway repair.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1050

1. The commenter's statement regarding experiencing sleep disturbance and double-paned windows making no difference is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1051**John Takayama**

I'm against this expansion whole heartedly. If we are forced to live with this extra pollution and noise, they should pay all Alamedians 25% of all profits and more to Bay Farm Island residents. They should pay rent for using our air space monthly.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-1051

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft

types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1052**Kevin Tan**

Expanding the airport capacity will increase noise levels from more jets. Another concern is all children near airport exposed to high lead levels if the airport travel flow expands significantly. As an Oka airport neighborhood, I don't want this happen due to this project. I do want city do more investigations on how this expansion will impact people health by noise and lead levels.

1

Having flights day and night go over our homes is a horrible proposal. If project do expand, I think it should build runways that point into the bay and not over homes as a compromise.

2

Response to Commenter P-1052

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. See also Global Response B: Flight Paths and Procedures and Global Response D: Noise.

Commenter P-1053**Theresa Tan**

I share many concerns with my Alameda neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly and negatively impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda

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residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I request that the Port of Oakland explores all other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.).

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I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response lacks the strong dissent of their citizens. Please do NOT approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

6

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Response to Commenter P-1053

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-1054**Theresa Tan**

The noise and pollution makes me resent living here - please make the East Bay a better place to live!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1054

1. The commenter's statement regarding resenting living here due to noise and pollution is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1055**Michelle Tang**

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more

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frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

3

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

5

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

6

7

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

8

Response to Commenter P-1055

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1056

Nadia Targulian

Pleas	1
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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1056

1. The commenter's statement requesting to stop the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1057**Mari-Rose Taruc**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1057

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1058

Anthony Tejada

My comment is specific to Chapter 3 of the EIR, Figure 3.1-3. It goes on to explain kind of the - - boundary limits that are depicted in that figure. And I was hoping as part of the EIR comment resolution process, someone could expand on how the project boundary, the general study area was determined.

It looks as though it's intersecting with San Francisco County, San Mateo County, Alameda County limit lines on the west side, which makes sense. But as far as the east side, the project boundary, the general study area is basically running the limits of International Boulevard and East 14th Street and that's essentially as far east as it goes.

I have heard a few different comments here regarding flight paths and those over, you know, various areas of San Leandro, Oakland, and other communities. It would seem as though that project boundary on the east side would be better served pushing further east

1

than the encroached limits that are depicted right now on International Boulevard and East 14th, at least to a bare minimum using I-580 as a marker, the complete span of I-580.

So, yeah, if that can just be addressed and expanded upon as to how that general study area was determined, and you know, expand on the fact that it does provide some sort of all-inclusive reading or metric as to how it was derived, that would be great.

And if not, if the Port could consider expanding the eastern limits out to at least I-580 so that we are getting more of a wider, broader picture of what the impacts are. Thank you.

Response to Commenter P-1058

1. Two study areas were developed for use in this EIR: a general study area (see **Figure 3-1**) for analysis of impacts that could extend beyond Airport property, and a detailed study area (see **Figure 3-2**) for impacts that would be more likely to occur within the direct footprint of the Proposed Project. The general study area (**Figure 3-1**) was developed by starting with the Airport's 65 decibel (dB) noise contours and extending the boundary out to International Boulevard to the north and east and CA-92 to the south.

Commenter P-1059

Debbie Tenenbaum

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1059

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1060**Jean Tepperman**

Air travel is the most climate-destructive possible use of fossil fuel -- and airport expansion increases the dangers and environmental racism already plaguing Oakland and the East Bay

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1060

1. The commenter’s statement regarding air travel being the most climate-destructive use of fossil fuel is acknowledged. For a discussion on climate change, see Global Response G: Greenhouse Gas and Climate Change. For a discussion on environmental racism, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1061**Barbara Terrell**

Noise traffic and air quality is major concern so no expansion	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-1061

1. **Sections 3.3, 3.11 and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1062**Molly Thane**

As a homeowner that already deals with airplane noise, we strongly oppose expansion of the airport. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1062

1. The commenter’s opposition to the Proposed Project is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1063

Courtney Thomas

Totally and completely unnecessary!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1063

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo

areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1064

Laura Thomas

I live under the flight path of jets going to and leaving Oakland and the noise is unsettling and loud. These jets fly right over my house and are so they wake me up. Too much noise and environmental pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

3

4

5

6

• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1064

1. The commenter's statement regarding jet noise being unsettling, loud, and waking them up is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1065

Laura Thomas

I live under the flight path of jets going to and leaving Oakland and the noise is unsettling and loud. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1065

1. The commenter's statement regarding living under the flight path and jet noise being unsettling and loud is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1066**Laura Thomas**

Jets fly right over our house constantly. The noise and pollution is excessive.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

3

4

5

4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1066

1. The commenter's statement regarding jets flying over their house and noise and pollution being excessive is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1067

Laura Thomas

These jets fly right over my house and are so they wake me up. Too much noise and environmental pollution. 1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing. 11
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1067

1. The commenter's statement regarding jets flying over their house and waking them up is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1068**Laura Thomas**

Our home in the hills of Oakland is right under the flight path of many planes flying in and out of Oakland, and probably San Francisco as well. There is enough noise, pollution, and disruption of human and animal life from the amount of planes already flying over our house and our hills.

.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1068

1. The commenter's statement regarding the noise, pollution, and disruption of human and animal life under the flight paths to Oakland and San Francisco is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1069**Emily Tibbot**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1069

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1070

Jody Timms

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5

• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-1070

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1071**Tiff Ting**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1071

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1072**Jan Tomsic**

When OAK changed flight paths a few years ago (10?), my home, which did not have any flight noise issues previously, became impacted by flight noise that frequently wakes me in the still early morning hours. Please do not add additional flights to OAK, for this reason, and all the others listed in this email. Do all the upgrades you want, but do not increase air traffic. Thank you so much.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1072

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1073

Tania Torres

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1073

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.

5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1074**Rochelle Towers**

More pollution? More noise? More traffic? No way!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1074

1. **Sections 3.3, 3.11 and 3.13** of the EIR discuss air quality, noise, and traffic impacts, respectively. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1075**Rochelle Towers**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-1075

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1076
Arthurlene Towner

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-1076

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1077**Norman Toy**

The current early AM and late PM jet noise from the runway is already way too loud and late for our neighborhoods!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1077

1. The commenter's statement regarding early morning and light night jet noise being too loud for their neighborhood is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1078

Igor Tregub

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1078

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1079

Igor Tregub

Hi my name is Igor, and I am a Berkeley resident. I am writing to lodge my concerns associated with increased use of fossil fuels associated with this project. The Project will undoubtedly enable more flights to depart from and land at Oakland Airport. The Draft Environmental Impact Report (Draft EIR) claims that demand for new flights would rise regardless of whether the Project is built, but that can't be true. The Project creates a third terminal and 16 new gates, allowing more flights to take off and land, and creates 1,000 new parking spaces and multiple new buildings that streamline airport operations. For example, the Draft EIR claims that the expected passenger volume would double in the next 20 years. The Project would undoubtedly pave the way for more flights and more passengers, and it is disingenuous to suggest that that growth would happen regardless.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1079

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1080**Cecilia Trost**

OAK says it needs more gates, and at the same time is in the midst of a "rebranding" and considering changing the airport name "to attract more flyers". So which is it, they have/project to have more people flying than the existing airport can handle, or they need a lot more people flying in the future to justify 17 new gates?? Also, Terminal 1 is way under-utilized and has been since United/American/Delta pulled out.

1

2

3

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

3. Aviation is hard to decarbonize and biofuels are not the answer.

6

4. It's too much noise. More Flights= More noise.

7

5. Sea level rise threatens shoreline development.

8

6. Labor rights are at stake.

9

7. Inequity: flying is an elite privilege with high costs for everyone else.

10

8. We have alternatives. Invest in Rail.

11

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-1080

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. The commenter's statement that Terminal 1 is underutilized is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1081**Shin Tsai**

My neighbors and I, who live near the Oakland airport, already experience significant stress on a daily basis because of the noise pollution generated by airplanes flying overhead and nearby. This kind of noise pollution disrupts sleep and can lead to increases in heart attacks and strokes. Expanding the airport will only cause greater harm to our psychological and physical health. I'm especially concerned for the well-being of the young children and elderly who live here.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1081

- Sections 3.11** of the EIR discusses noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. Also see Global Response E: Environmental Justice and Community Engagement.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1082**Shin Yi Tsai**

This letter is respectfully submitted as commentary on the DEIR. I have been an Alameda Bay Farm resident for the past 10+ years and am writing to express strong opposition to the proposed expansion of the Oakland airport. This project will negatively impact the health, mental health and homes of residents as well as local wildlife.

1

I'm very concerned that the airport expansion will increase the number and frequency of flights using the North Field runway, including small aircrafts and large jets. No guarantee or mandate is being offered that this will be prevented. What would result would include louder, more frequent noise disturbances and jet fuel released directly over Alameda homes and schools.

2

Just recently from September 22, 2023, through Monday, September 25, 2023, as part of the Taxiway W Rehabilitation Project, I and my neighbors endured over 400 airplanes departing from and arriving to the North Field runway, and it was incredibly stressful and intolerable. My home actually shook from the booming noises; my sleep was disrupted; I couldn't leave windows open; and I wasn't able to work from home. I was forced to leave my home for periods of the day just to escape the noise. I'm very concerned that this will become the norm if the Oakland airport succeeds in its expansion plan.

3

Neighbors living closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from airplanes departing from the Oakland airport. Noise and air pollution are of greatest concern, but there are many other impacts like decreased property values, environmental and wildlife concerns and increased vehicle traffic.

According to a New York Times article published on June 9, 2023, titled "Noise Could Take Years Off Your Life. Here's How:", there's a growing body of research that shows that chronic noise, including from aircrafts, increases the risks of hypertension, stroke and heart attacks.

Furthermore, here is a paragraph from an article published in Spring 2022 of the Harvard Medicine magazine (<https://magazine.hms.harvard.edu/articles/noise-and-health>):

Research shows "that noise pollution not only drives hearing loss, tinnitus, and hypersensitivity to sound, but can cause or exacerbate cardiovascular disease; type 2 diabetes; sleep disturbances; stress; mental health and cognition problems, including memory impairment and attention deficits; childhood learning delays; and low birth weight. Scientists are investigating other possible links, including to dementia."

4

A growing number of studies also indicate that animals, similar to humans, are stressed and negatively impacted by noisy environments. These results are examined in a synthesis of two decades of research documenting the effects of noise on wildlife by Shannon et al, published June 26, 2015, (<https://onlinelibrary.wiley.com/doi/abs/10.1111/brv.12207>). Alameda is known for hosting a wide variety of birds and other wildlife on Bay Farm and the main island, such as at the Elsie Roemer Bird Sanctuary. These birds include Peregrine Falcons, Osprey, Double-Crested Cormorants, Brown Pelicans, Great Blue Herons, Egrets and Harbor Seals and even American Bald Eagles. I request that the Port of Oakland and the City of Alameda conduct studies on the current impacts on local birds and other wildlife of ongoing noise pollution generated by the Oakland airport.

5

I also request that the Port of Oakland and the City of Alameda conduct studies on the current health and mental health impacts of noise pollution generated by the Oakland airport for Alameda residents of all ages, and offer projections of future risks that the airport expansion poses. Can the Port of Oakland guarantee that the proposed expansion

will not lead to greater harm to the health and mental health of Alameda residents? What efforts will the Port of Oakland make to prevent greater risk of such harm? I request that the Port of Oakland provide information and recommendations on ways to prevent future negative impacts on the health and mental health of residents.

I'm also asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm at 1/4 mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most affected by this expansion.

Lastly, I'm concerned that the airport expansion will lead to more vehicle traffic on Bay Farm and the main island, especially if the Port of Oakland predicts an increase in the number of passengers accessing the airport. I request that the Port of Oakland and the City of Alameda conduct studies on how current traffic patterns will change due to the expansion and what efforts will be made to prevent or minimize vehicle congestion and accidents between cars, bicycles and pedestrians.

It would be greatly appreciated if the City of Alameda could take a stronger stance in opposition to the expansion. Bay Farm residents in particular already suffer from daily noise and air pollution, and we look to you for help in safeguarding our health, mental health and homes.

Thank you for taking the time to consider my comments. I look forward to your response.

Response to Commenter P-1082

1. The commenter's opposition to the Proposed Project is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
3. The commenter's statement regarding aircraft noise shaking their home, causing stress, and disrupting their sleep is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to

the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. **Sections 3.4** of the EIR provides an analysis of the biological resource impacts that would occur as a result of the implementation of the Proposed Project.
5. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
6. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
7. **Sections 3.13** of the EIR provides an analysis of the traffic impacts that would occur as a result of the implementation of the Proposed Project.
8. The commenter’s statement regarding the City of Alameda is acknowledged.
9. The commenter’s statement regarding thanks for considering their comment is acknowledged.

Commenter P-1083

Flora Tso

I have already submitted my comments and attended the Alameda city Council meeting, and still believe that expansion is going to be a detriment to public safety health and pollution noise, and should not go through. Please modernize, but do not expand expansion should really be planned for farther east bay, such as Pleasanton, Dublin, where there is more room and less buildings and neighbors affected, and will also reduce traffic to the Oakland airport area.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-1083

1. The commenter’s statements regarding perceived impacts of the Proposed Project is acknowledged. The commenter’s opposition to the Proposed Project is acknowledged.
2. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. See response to Comment #2 of this letter.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1084**Susan Tu**

Do NOT expand!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1084

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1085**Wai Tu**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1085

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1086

Lori Turk

Sleep disturbance analysis section of Draft Environmental Impact Report indicates significant increase in average number of aircraft noise-induced awakenings (NAWR) by 2038. This analysis doesn't even cover communities further away from the airport yet still suffer from substantial aircraft noise especially from cargo planes which are allowed to operate at all hours of the night. Furthermore, these cargo planes follow narrow corridors entirely over land instead of being routed over the bay even at hours when air traffic over the bay is at an absolute minimum. The sleep disturbance analysis, noise impact analysis etc. are good first steps but they are meaningless unless the airport and FAA take concrete steps to mitigate the negative impacts revealed by these studies. The Oakland Airport should not be allowed to expand its operations and further victimize countless neighborhoods with incessant aircraft noise at all hours of the day and night unless and until it institutes a fair, effective and enforceable noise abatement policy.

1

Response to Commenter P-1086

1. The commenter's statement regarding flight paths and aircraft noise is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion on aircraft noise, see Global Response D: Noise.

Commenter P-1087

Lori Turk-Bicakci

Bad idea, we already suffer from incessant aircraft noise. Enough is enough.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1087

1. The commenter’s statement regarding the Proposed Project being a bad idea is acknowledged.
2. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.

10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1088
two2playy

I oppose new terminals. There is enough noise and pollution as is, we sure don't need more.
No more new gate. Please!

1

Response to Commenter P-1088

1. The commenter's opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

Commenter P-1089
Debora Uchida

The main thing I love about OAK is that it is small and easy to navigate. I can get in and out in a reasonable time frame.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

11

Response to Commenter P-1089

1. The commenter's statement regarding loving OAK's small and easy to navigate size is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1090
Fern Uennatornwaranggoon

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1090

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1091
Dr. Claire Urbanski

I would like to note the inaccessibility of the health hazard risk information for residents who will be most impacted by the development.

1

I have a Ph.D. and I could not make sense of the draft EIR report and was unable to understand just how severe the risks of cancer, non-cancerous toxins, and air pollution are estimated to be. Exposure to cancer-causing toxins and other toxins that cause severe chronic illnesses and debilitating conditions and decreased life spans should not be treated lightly. Residents living close to Oakland airport are already subjected to severe amounts of pollution. The priority of this project should be to improve air quality and decrease hazardous exposure to known toxins.

The complete disregard for human, animal, and plant life when it comes to the interests of developers and financial gain is deplorable and needs to stop being the norm.

Response to Commenter P-1091

1. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Commenter P-1092**Silke Valentine**

We need alternatives to excessive travel with a huge carbon footprint. Reducing greenhouse gas emissions is key to the survival of the next generations. No expansions no more.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1092

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation. For a discussion on greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR.

The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1093

Julie Van Buhler

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- | | |
|---|---|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. It's too much noise. More Flights= More noise. | 4 |
| 5. Sea level rise threatens shoreline development. | 5 |
| 6. | 6 |

6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1093

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1094
Corrine Van Hook-Turner

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1094

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1095**Thomas Varghese**

I am an Alameda resident living near the airport and I want to thank you for the opportunity to share comments on this project. I have three very general comments to share with you.

1

First, I strongly support this project. Oakland Airport plays a key role in the economic vitality of the Bay Area. It is crucial that we have an airport that can support the local residents, businesses and tourists. But rebuilding and renovating this airport is just the first part of the life of this airport and I urge airport leaders to think about maintaining the airport for the long term. Now I'm going out on a limb here but I would support an increase in my property tax to provide annual funds to maintain this airport every year. If airport leaders don't prepare for the future it almost would be just like buying a new house and letting it get run down and dysfunctional very fast.

2

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

3

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

4

Response to Commenter P-1095

1. The commenter's support for the Proposed Project is acknowledged.
2. The commenter's statement about maintaining the airport for long term and increasing property tax is acknowledged.
3. The commenter's statement to create an attractive airport is acknowledged.

4. For a discussion on climate change and sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1096

Anne Vastola

The current air traffic already causes significant negative impacts to the surrounding communities and the Port has NOT complied with previous agreements intended to reduce impacts. Planes frequently take off and land over surrounding residential communities schools, causing ongoing stress and disruptions. Violating flights include freight flights between midnight - 6am, private jets and planes, and even passenger flights.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1096

1. The Port agrees that the 1976, 2001 and 2002 agreements referred to by the commenter remain in effect. The Port continues to comply with its obligations under those agreements, including obligations associated with the Airport Noise Program. The Port disagrees with the commenter's statement that the EIR is inadequate to support any amendments to the existing agreements, or new agreements, that might arise from approval of the Proposed Project. The EIR contains detailed analyses that identify the impacts of the Proposed Project and identifies measures to reduce the magnitude of impacts to a less than significant level. These analyses could be the basis for any amendments to existing agreements or the adoption of any new agreements.

For updated information describing how the Port implements and has supplemented

- its noise commitments in the 1976, 2001, and 2002 agreements, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
 3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
 4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
 5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
 6. For a discussion of aircraft noise, see Global Response D: Noise.
 7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
 8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
 9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
 10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
 11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1097**Jane Veale**

Please pause for a moment to consider the impact this expansion will have on our environment.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1097

1. **Chapter 3** of the EIR provides analyses of the environmental resource impacts that would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1098
Jane and Gordon Veale

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and

examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please do not approve the expansion proposal until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-1098

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provides an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

Commenter P-1099**Lloyd Veitch**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1099

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1100
Khrizia Kamille Velacruz

The neighbors of the airport is home to frontline communities that are the first to be affected by more unnecessary pollution and noise from OAK's proposed 17 new gates.

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2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1100

1. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters,

such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1101
Martha Velazquez

The Oakland area does not need more noise and air pollution that will be caused by allowing this expansion to happen. Please reconsider. Thank you

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2

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- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1101

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1102**Cara Veremko**

Don't expand the airport and don't encourage more flights and more fossil fuel usage during a climate crisis. Absolutely foolhardy.

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Response to Commenter P-1102

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

Commenter P-1103**Esperanza Vielma**

EJCW opposed the expansion of the Oakland Airport due to the pollution burden placed on our most vulnerable Environmental Justice Communities.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1103

1. The commenter's opposition to the Proposed Project is acknowledged. For a discussion on environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1104**Nikki Villacastin**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-1104

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1105

Teresa Villasenor

I live near OAK and already struggle with the pollution and noise as it already is. No more!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8
<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. 	9
<ul style="list-style-type: none"> • We have alternatives. Invest in Rail. 	10
<ul style="list-style-type: none"> • We have alternatives like remote business and conferencing. 	
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-1105

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental

Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1106

Teresa Villasenor

I live near OAK and already struggle with the pollution and noise as it already is. No more! I have COPD and live close to the airport. I can't risk any more worsening of the air pollution, it's already as much as I can bear.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1106

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1107

Carlene Visperas

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1107

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1108**Michael Volk**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1108

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-1109
Jesakah Vollmer**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1109

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1110**Jenny Voong**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1110

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1111

Maggi Voong

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1111

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1112**Kimberly Vo-Tran**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-1112

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1113**Ashley Vu**

Whatever money is being made from this decision is not worth the negative health impacts on Oakland community members and beyond.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1113

1. The commenter's opposition to the Proposed Project is acknowledged.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1114**Patrick W**

What is the cost estimate for the project, and when is the projected start of construction?

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Response to Commenter P-1114

1. The project cost is not available, and the start of construction is dependent on completion of the environmental processes.

Commenter P-1115**Julia Walsh**

Airport operations result in noise and air pollution. They affect badly those who live close to the airport and those who live up to 10 miles away. The planned increase in airport operations from the modernization and expansion will increase noise and air pollution.

1

Noise pollution worsens hypertension and heart disease and results in poor school performance.

Air pollution damages many organ systems. Air pollution takes many forms and chemicals, but probably the most damaging is fine and ultra fine particulate matter. Airplanes produce a large amount of ultra fine particles that are especially damaging. Other air pollutants include ozone, carbon monoxide, nitrogen oxides, sulfur oxides and other hazardous chemicals. Those cause cardiovascular, respiratory, and neurological problems, cancer, preterm births and shortens lives.

The damage from air pollution is worse for children, people who have underlying chronic illnesses, the elderly, and poor people. Many of the communities near the airport are SB535 Disadvantaged Communities and already suffer from some of the worst health and pollution in California.

An increase in airport operations will only make health worse.

Response to Commenter P-1115

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-1116**Julia Walsh**

Most of these flights could be substituted with rail trips

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1116

1. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. See response to Comment #1 of this letter.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1117**Julia Walsh**

Julia Walsh MD, MSc

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I am a UC Berkeley Retired Professor of Community Health and currently a Senior Health Researcher

Airport operations result in noise and air pollution, which are linked to the poor health experienced by people living near airports. This noise and air pollution badly affects both those who live close to the airport and those who live up to 10 miles away. That would be from Emeryville to Hayward.

Noise pollution worsens hypertension and heart disease and results in poor school performance.

The most damaging air pollution is fine and ultrafine particulate matter. Airplanes produce a large amount of ultrafine particles that are especially damaging. These cause cardiovascular, respiratory, and neurological problems, cancer and preterm births.

The damage from air pollution is worse for children, people who have underlying chronic illnesses, the elderly, and poor people. Many of the communities near the airport are SB535 Disadvantaged Communities and already suffer from some of the worst health and pollution in California. An increase in airport operations will only make this worse.

So adding a terminal for more flights is bad for health.

Response to Commenter P-1117

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical

infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global Response E: Environmental Justice and Community Engagement.

Commenter P-1118

Julia Walsh

Additional Comments on Appendix E. Human Health Risk Assessment DEIR for the Oakland Airport Expansion Julia Walsh MD, MSc Professor (Retired) Public Health Senior Research Scientist University of California Berkeley School of Public Health

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In my earlier comments sent in several weeks ago, I stated that Appendix E dealt with Construction and not the increase in operations. However, the Appendix does state that the operations are included while construction going on and after construction and the TAC not increasing substantially.

The PM2.5 are summarily mentioned in E.4.2 Annual PM2.5 Concentrations. The modeling and methods used are not clear and state that these would increase by approximately 0.26 micrograms /m³. Since the flight operations are increasing substantially following the construction and these are known to be associated with an increase in ultrafine particles in the take off and landing zones, I would appreciate clearer understanding of how these were calculated. From the figures E4 and E5 I conclude that only those areas close to the airport were modelled and not flight paths. I would appreciate enlargement of this. PM 2.5 is one of the most important TAC with health impact and must be considered carefully not just in the airport but in the take off and landing areas outside of the airport.

Response to Commenter P-1118

1. Refer to Global Response F: Human Health Risk Assessment for a detailed description of the human health risk assessment. See also **Appendix E**.

Commenter P-1119

Earnie Walters

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

- Aviation is hard to decarbonize and biofuels are not the answer.

4

- It's too much noise. More Flights= More noise.

5

- Sea level rise threatens shoreline development.

6

- Labor rights are at stake.

7

• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	

• We need to shift towards climate-just transportation.	10
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Response to Commenter P-1119

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1120**Celia Wang**

I live on Bay Farm Island, which is within 1 mile of the Oakland airport. The noise of the departing flight is constantly as loud as 70 to 75 dB. The leaves of the bushes on my front yard have layers of black and grey particles from the jet fuel. I don't want to increase the exposure of the harmful chemicals to my family and young children. More terminals and more flights including international aircrafts will cause more frequent and intensified noise disturbances and hazardous air that pose SERIOUS threat to the residents and children. Yes to the airport modernization, but NOOO to the expansion!!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

11

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-1120

- The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

- The commenter's statement regarding modernization is acknowledged.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1121**Sonia Waraich**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-1121

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1122

Rosi Ward

For a just transition to a more sustainable society, it's crucial to rapidly reduce emissions and that means greatly reducing flying, not enabling more flights!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1122

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1123**Soren Warming**

More flights to and from OAK will only increase air and noise pollution. The airport have not done enough to reduce both, so why reward them with even more flights? Come back and ask when electric planes are a reality, but until then, OAK should first improve the damaged relationship with Alameda's population. Expansion? Are you out of your mind? Reduction?

Yes, please.

1

2

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
- Aviation is hard to decarbonize and biofuels are not the answer. 5
- It's too much noise. More Flights= More noise. 6
- Sea level rise threatens shoreline development. 7
- Labor rights are at stake. 8
- Inequity: flying is an elite privilege with high costs for everyone else. 9
- We have alternatives. Invest in Rail. 10
- We have alternatives like remote business and conferencing. 11
- We need to shift towards climate-just transportation. 12

Response to Commenter P-1123

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1124

Jan Warren

I live in Contra Costa County.. We have refineries that we live with in Contra Costa County and people are impacted for generations out where I live and so I don't support this expansion.. I feel like that you know we're not talking about cumulative health.. I heard people discussing why we want our customers, our passengers to be more comfortable, and yet you didn't seem concerned about your workers who were going to be impacted out there on the tarmac. They're like a you know just a casualty.. The whole idea of this renewable fuel is a -- it's a false solution.. The fossil fuel industry's doing everything they can to stay alive and we want to reduce our dependence on fossil fuel to stay alive.

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

4

The majority of people if you look at statistics don't fly very much or they don't fly at all particularly if you're looking at a global economy and those that do are you know the upper ten and one percent and so all of the people who live around here are impacted to enable

5

those folks to fly more frequently.. And so I just ask you to think about everyone in this process and I guess we'll see each other again.. Thanks.

Response to Commenter P-1124

1. The commenter's opposition to the Proposed Project is acknowledged.
2. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
3. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
4. The commenter's statement about modernization is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
5. The commenter's statement regarding the global economy and the statistics of who flies is acknowledged.

Commenter P-1125

Jan Warren

I am writing to ask the Port of Oakland to acknowledge that this is not just a "modernization" project at the Oakland International Airport: it is an "expansion".

I have previously attended and spoken at one of the public meetings, an online meeting, signed a petition, and signed on as part of an org letter with Interfaith Climate Action Network of Contra Costa.

First of all, both West Oakland and East Oakland are AB 617 communities under BAAQMD disadvantaged and health impacted under CARB. The Port of Oakland recently decided to support the construction of a sand and gravel plant that will worsen the pollution in West Oakland. Schnitzer Steel had a fire in the past quarter of this year. These communities don't need additional impacts of construction and airplane combustion fuel fine particulate matter from the proposed airport expansion.

I attended a CARB meeting September 2023 on Low Carbon Fuel Standards. CARB is looking at adding pollution impacts from both airplane emissions and marine vessels. Airplane emissions have not been previously included in the State emissions. Now it will be included in take off and landing, and while flying within the state boundaries.

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Airport workers from major airports in CA spoke out about the health impacts of both living close to airports and working on the ground at airports.

Let's acknowledge that frequent flying is from the well off. Since 40 million people living in CA are considered poor or living with low wages, which is exacerbated by the high cost of housing.

Modernization could take place without 16 new gates and 1,000 new parking spaces. Like BART, the Oakland Airport is expecting a growth pattern that may not happen. The Port of Oakland has managed to refinance debt and now the interest rates are substantially higher and will make it much more difficult to manage the growing debt.

The Port wants to invest in the Port of Oakland and the Oakland Airport at the same time.

The Port is working to get airplane companies to move to renewable jet fuel. Sustainable jet fuel currently accounts for less than 0.1% of the fuel used by major airlines.

Ethanol has yet to be used for aviation fuel at a commercial scale and it's not even clear whether ethanol-derived SAF will be eligible for tax breaks.

Technology is not ready to be scaled to the amounts needed. Airlines will not only be competing with other airlines, but also other industries and transportation that also needs to reduce emissions.

Net zero emission is not zero emissions. Net zero emissions in one place are balanced out by removal of CO₂ in another place, and is based on faulty promises. We will need to reduce emissions from the sources where they are created.

Our planet is already experiencing outcomes from excessive heat and climate change. Sitting on a tarmac in the blistering heat will increase costs to keep those flying comfortable. The price of flying will continue to increase due to more expensive fuel, labor costs, etc. The outcome is fewer people flying. Thus, those who can afford to fly will continue to have more negative health impacts on those who can't. Others will be looking to alternatives not to fly and reduce their number of flights.

I heard at one public meeting that short flights within the State of CA have reduced.

I ask you to seriously reconsider the magnitude of this development and the impact on disadvantaged communities in East and West Oakland who are working to reduce emissions where they live, work, and play, while at the same time you're looking to increase them.

Response to Commenter P-1125

1. The commenter's statement regarding the Proposed Project being a modernization and expansion project is acknowledged.
2. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. Also see Global

Response E: Environmental Justice and Community Engagement. Also see Global Response E: Environmental Justice and Community Engagement.

3. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion on climate change and greenhouse gas emission reductions, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1126

Kristine Water

What studies have been done to compare the impact of North Field Maintenance time with New Expansion loads?

1

Response to Commenter P-1126

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The Proposed Project does not include any airfield changes at North Field. The only development proposed for the North Field is the North Field Lot for employee parking, which would have no effect on flight paths or procedures.

Commenter P-1127

Chris Weber

The noise is already so terrible please some add anymore gates

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.

3

4

5

6

5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1127

1. The commenter's statement regarding noise and opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1128

Lara Weber

We still haven't received the ground water report for Bay Farm which may have pollution implications. A week ago the airport was doing construction and the flight path changed to fly over Harbor Bay. It was nonstop very loud take offs and very anxiety producing. Noise pollution is a real pollution even though it is more ethereal than physical litter or chemical contamination. Paris who has been fighting climate change with its policies takes noise pollution seriously. Let's also remember the Portola Festival that caused so much upset. Don't forget the wonderful bird population (the eagles for goodness sake). It is disengeneous to encourage e-bikes and bike riding and then to push this expansion. I hope that Oakland Airport will continue to improve. Perhaps rather than expanding they can improve in other ways. We want to make Alsmeda a shining example. This unimaginative expansion is not the only way to bring business to Alameda. Why would you alienate your stakeholders?	1 2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakand Airport expansion for these ten reasons:	3 4 5
11. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	6 7
12. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	8
13. Aviation is hard to decarbonize and biofuels are not the answer.	9
14. It's too much noise. More Flights= More noise.	10
15. Sea level rise threatens shoreline development.	11
16. Labor rights are at stake.	12
17. Inequity: flying is an elite privilege with high costs for everyone else.	13
18. We have alternatives. Invest in Rail.	14
19. We have alternatives like remote business and conferencing.	
20. We need to shift towards climate-just transportation.	15

Response to Commenter P-1128

1. **Section 3.9** of the EIR discusses groundwater resource impacts that would occur as a result of the implementation of the Proposed Project.
2. For a discussion on aircraft noise, see Global Response D: Noise.

3. **Section 3.4** of the EIR discusses biological resources and impacts to migratory birds that would occur as a result of the implementation of the Proposed Project.
4. The commenter's statement regarding the disingenuity of encouraging e-bikes and the Proposed Project is acknowledged.
5. The commenter's statement regarding wanting Oakland Airport to continue to improve and to make Alameda a shining example is acknowledged.
6. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
7. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
8. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
9. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
10. For a discussion of aircraft noise, see Global Response D: Noise.
11. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
12. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
13. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
14. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
15. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1129**Richard Weber**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.

5. Sea level rise threatens shoreline development.

6. Labor rights are at stake.

7. Inequity: flying is an elite privilege with high costs for everyone else.

8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

Response to Commenter P-1129

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives .

Commenter P-1130**John Wehrle**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1130

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

**Commenter P-1131
Susan Wehrle**

We are trying to make our living environment healthier, many of us have devoted our lives to this effort. It is about keeping our children cancer-free with the hope of long healthy lives. We need to be cleaning the skies of fossil-fuel pollution, allowing birds and many living beings to stay alive. More airplanes here, more air traffic, will kill many of us who live

1

in the Bay Area, in Northern California. Please do not expand the Oakland Airport.	2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
• Aviation is hard to decarbonize and biofuels are not the answer.	6
• It's too much noise. More Flights= More noise.	7
• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-1131

1. The commenter’s statement regarding making their lives environmentally healthier and cleaning the skies of fossil-fuel pollution is acknowledged. For a discussion on greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change. Airport operations at OAK meet all required safety standards of the Federal Aviation Administration.
2. The commenter’s opposition to the Proposed Project is acknowledged.
3. The commenter’s statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1132
David and Treya Weintraub

We would like to thank the Port of Oakland for preparing the Draft EIR and extending the public comment period to October 16, 2023. However, given the type of project and its direct impact upon tens of thousands of people in the adjacent communities, it is requested that additional time (extension to the public comment period) be provided to allow folks to review the rather lengthy and technically driven DEIR and its associated supporting documents.

We have enjoyed living on Harbor Bay Isle, Alameda and have been residents of the Pelican Bay Homeowners Association since 1997. While the airport has been in existence before most of the planned urban developments on Bay Farm Island were built, we have come to accept the normal day to day environmental and safety impacts that comes with living in close proximity of the airport. At the time we moved to Alameda, nearly all flights day and night were tracking over the Bay. Over time, many of the flight paths have migrated towards over our neighborhood, especially the evening flights emanating from the North Field. With the Port of Oakland's plan to modernize and expand airport operations, we are concerned that the resulting increase in air traffic noise and air pollution will be made to be even more intolerable especially without definitive mitigation measures.

While the DEIR uses standardized and established federally and state mandated metrics and methodologies and tries to offer objective results and conclusions, the bottom line is that the day-to-day (and hour-by hour) impacts of noise (and air pollution) from all air traffic

taking off and landing at OAK has real negative consequences (impacts) to the social and physiological behavior of Alameda and other neighboring communities and yet the DEIR or any other form of review by the Port of Oakland does not address such “subjective” impacts. It would have been great if the Port of Oakland went beyond the usual DEIR guidelines and put the communities concerns first, ahead of the expected financial benefits from implementing the Proposed Project.

We respectfully request you accept, consider and respond to the following DEIR comments:

Report Contents:

4

The DEIR references many Appendices that are actually part of the main DEIR document and provide the supporting information used throughout the DEIR. Therefore, it is suggested that the Table of Contents be amended to include the list of the relevant Appendices.

ES.5 Environmental Impacts

5

We find the generalized statement on page 2-6 “The OAK aviation activity projected in these forecasts would occur regardless of whether the Proposed Project is implemented.” rather peculiar and baseless. This statement also appears in several other sections of the document.

Perhaps it's the way it is worded, but if this was true, then it would not be necessary to expand the number of terminals and aircraft gates. The current physical operational setup would be able to absorb the projected increase in airport passenger service and freight operations. In other words, while the current physical configuration may not be very efficient, it none the less would be able to accommodate the projected increase as forecast. Was this the intent of the statement?

The fundamental assumption that the projected aviation activity at the OAK will occur at the levels indicated in the DEIR and Appendix C Oakland International Airport Comprehensive Aviation Activity Forecast is at question. The study seems to have established PAL1 (2028) and PAL2 (2038) as definitive values without any statistical analysis (i.e., auto-correlation, level of significance, bias etc.) on the likelihood of reaching those values in the specified years.

Furthermore, the DEIR or Appendix C did not make any comparisons to other airport passenger expansion forecasts to see if the OAK forecast is in line with other expectations in the Bay Area.

6

Summary Table ES-2

Air Quality 3.3.3.3

7

The DEIR notes that the level of significance in air quality impacts from operations for NOX and ROG are potentially significant and unavoidable. For the identified mitigation measure relating to electrical infrastructure throughout the terminals and cargo area, such electrical infrastructure is already present and therefore a weak mitigation measure. Furthermore, there are various governmental programs and initiatives that require continued

electrification and energy efficiency. Therefore, claiming the use of electrical infrastructure is not a genuine mitigating action as it does not go beyond what is already required.

While the Port of Oakland does not have the authority to regulate emissions from aircraft, did the Port of Oakland consider other mitigation measures that would be in their purview? For example, possible mitigating actions could involve the following aspects:

- The “No Project” alternative
- Limit the number of aircraft take-offs or landings
- Limit the number of specific aircraft take-off and landings (i.e., aircraft using engine models having higher contributors to NOX and ROG)
- As part of the airline gate lease agreements enforce the airlines to implement lower NOX emitting engines and APUs on existing aircraft fleets
- Modify flight take-off procedures to reduce emissions (i.e., longer/slower acceleration stage)
- Use of alternative fuels such as low-carbon sustainable aviation fuel (SAF)

Greenhouse Gas Emissions 3.7.3.2

8

The DEIR notes that the level of significance in air quality impacts from greenhouse gases (GHG) are potentially significant and unavoidable. The identified mitigation measure relating to the proposed Project’s GHG emission to market-based demand and related aircraft emissions is a broad-based sweeping statement without any indication that the Port of Oakland made an attempt to avert the significant threshold.

While the Port of Oakland does not have the authority to regulate emissions from aircraft, did the Port of Oakland consider other mitigation measures that would be in their purview. For example, possible mitigating actions could involve the following aspects:

- The “No Project” alternative
- Limit the number of aircraft take-offs or landings
- Limit the number of specific aircraft take-off and landings
- As part of the airline gate lease agreements enforce the airlines to implement lower CO2 emitting engines and APUs on existing aircraft fleets
- Modify flight take-off procedures to reduce emissions (i.e., longer/slower acceleration stage)
- Use of alternative fuels such as low-carbon sustainable aviation fuel (SAF)

Noise Impacts 3.11.3.2

9

The DEIR summary section notes the impact as substantial increase in aircraft noise as less than significant and offers no mitigation measures or discussion. Noise being the number one issue of concern for nearby communities, the Port of Oakland should have provided more details in the mitigation measures section as to why they believe the noise impact is less than significant.

Section 1.1 Purpose of the EIR

10

In the first paragraph, second sentence states “Because the Proposed Project would require discretionary approvals by the Port of Oakland, the Proposed project is subject to CEQA.” Please explain what is meant by discretionary approvals with respect to the requirement for

conducting and preparing a DEIR. It would seem that the last sentence in that same paragraph regarding having significant effect on the environment would be the primary reason the Proposed Project is subject to CEQA.

The last paragraph describes the level of effort and degree of the analysis for what the EIR should include and takes into account the environmental consequences. The key as mentioned in the last sentence that the courts look for adequacy, completeness and good faith effort at full disclosure. After reading the DEIR and reviewing other reader's comments, the Port of Oakland's adequacy and good faith effort at full disclosure is definitely lacking.

For one, it does not discuss or disclose current noise issues and complaints either directly from the community to the airport through Oakland Airport Noise Hotline or through one of the local noise advocate organizations called CLASS - Citizens League for Airport Safety and Serenity. It is our understanding that the Port of Oakland publishes quarterly reports on OAK activity and a noise forum summary. None which is discussed in the DEIR.

Section 1.5 Related National Environmental Policy Act (NEPA) Review

As the DEIR mentions, the proposed project would trigger approval from the Federal Aviation Administration (FAA) and that the Port of Oakland would prepare a separate environmental review document in accordance with NEPA and other FAA and CEQ regulations. It states that the separate environmental review document will be available for public review.

Has the Port of Oakland prepared the NEPA document? Has it been available for public review?

If not, then the DEIR should not be finalized until such federal environmental review documents have been completed and reviewed by the public as there may be some impacts disclosed in such documents that have bearing on the results of this DEIR.

Section 2.3 Existing Airport

2.3.4 Airport Operations

The DEIR states that in 2019 about 6.7 million enplanements or about 13.4 million annual passengers (MAP) took place. It would be helpful if the DEIR provided a definition of "enplanement" and "general aviation" either in the same paragraph or in a separate section called Definitions. Perhaps the Glossary section can be expanded to provide more definitive definition descriptions as that section only provides abbreviations or acronyms.

Section 2.3 describes the existing OAK airport and discusses 2019 baseline and future projected activities. However, the summary does not indicate or specify the current operations capacity level. That is, without any upgrades, modifications and expansions, what is the working maximum capacity for each of the different categories of aviation operational activities. Adding such information will provide a broader perspective with respect to the Proposed Plan.

Only until Section 2.5 Project Objectives does it state under 2.5.2 Objective 2 Criteria does the DEIR indicate a design throughput of 8 to 10 million passengers per year. However, there is no other documentation or discussion presented that definitively corroborates the design throughput claim.

It is suggested to move Table 2-2 into the same Section that first references it.

Other than apparent passenger flow inefficiencies and passenger inconveniences (passenger experience) would OAK or the Port of Oakland incur any legal or other agency enforceable obligations for exceeding the Table 2-2 referenced guidelines? Is there a threshold number of annual passengers that would cause the OAK to not operate or perhaps implement an ingress and egress limitation, institute a lottery-system or other drastic measure? Would the local fire marshal order cease and desist letter because of some over-crowding threshold? In summary, the mere inconvenience or passenger experience should not be the basis for the entire expansion project rather something more substantive.

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We do not object to the modernization and reconfiguration of the terminals and buildings to improve security, and passenger traffic flow or and even aircraft gate reconfigurations to accommodate the larger aircraft as none of those improvements would have long-term operational noise or air pollution impacts. We do however object to the plans to increase the number of aircraft gates, the building of a third terminal and the projected increase in aircraft flights.

15

Section 3.1 Introduction

16

How were the general study area boundaries determined and why does it not include all of Oakland, Berkeley, Emeryville areas? The January 2022 Scoping Period Summary identified comments received that had raised concerns about increased air pollution and noise from aircraft flights over the Oakland hills areas which are not included in the DEIR general study area boundaries.

3.3 Air Quality

17

3.3.1.1 Regulatory Context

The Regional section of the DEIR discusses the Bay Area Air Quality Management District's (BAAQMD) jurisdiction and current non-attainment status for ozone (O₃) and particulate matter (PM10 and PM2.5). While correct in stating the applicable pollutants are in non-attainment, it suggested that the DEIR or final EIR include a discussion of the different non-attainment classifications that can include the following (upon verification by the Port of Oakland's consultants):

Currently for the BAAQMD airshed, the basis for federal (EPA) ozone non-attainment are both the 2008 and 2015 8-hour ozone standard classifications. The EPA has six non-attainment classifications for ozone which are generally based on the severity of the monitored air pollutant concentrations and number of days that an area exceeds the standard. The six non-attainment classifications are Marginal, Moderate, Serious, Severe-15, Severe-17 and Extreme.

The federal ozone non-attainment classification for the BAAMQD air shed is Marginal non-attainment.

There are two federal primary standards for PM2.5 (fine particulate matter) - an annual average standard of 12.0 ug/m³ and a 24-hour average standard of 35 ug/m³. There are

two federal secondary standards - an annual standard of 15 ug/m³ and a 24-hour standard of 35 ug/m³ (the same as the primary).

For PM2.5 the federal EPA designated the BAAQMD air shed as non-attainment for the 24-hour standard and “unclassifiable/attainment” for the annual standard. There are only two non-attainment classifications for PM2.5 which are moderate and serious. For the BAAQMD the federal PM2.5 non-attainment status is moderate.

3.3.2.3 Existing Emission Associated with the Airport Project

This section describes the existing emission estimation methodology used for the baseline year 2019. It indicates that the emissions were developed using the protocols in the Air Quality Protocol included in Appendix F. Many tools are mentioned such as AEDT, OFFROAD2017, EMFAC2021, Caleemod and ACEIT that were used to develop the emissions inventory. It states that **Appendix F** would contain the emission inventory for construction and operations.

When we reviewed the Air Quality Protocol (Appendix F), it describes how the emissions will be developed and the emission factors to be used for each of the emission sources. However, the document does not provide the actual emission factors or any actual emission calculations (or examples of the calculation for each source type). For example, for the ground support equipment (GSE) it does not summarize the GSE population, ages, fuel type, horsepower, activity levels or emission factors used. For the other source types, the document does not provide similar parameters. Without this information, there is no way for us to verify to accuracy of the resulting emissions.

The remainder of Appendix F produces rather unusual and non-comprehensible (meaningless) tables (2025_.5_Months Detailed Report, 12/28/2022) that does not provide the missing information discussed above. Furthermore, the tables have Daily Summer, Daily Winter, Average Daily and Annual rows with dashes in them. Are they headings for the Unmitigated emissions values shown below each of those rows? Many of the pollutants have zeros.

There are many tables that have nothing other than just dashes in every column and row (i.e., Soil Carbon Accumulation By Vegetation Type). Seems to be just a waste of resources to include such tables especially without explanations.

We were unable to decipher the tables or match them to the descriptions in this Section. Furthermore, we were unable to find the modeling input and output and spreadsheet calculations as indicated in the last paragraph of this section.

It is unclear as to the difference in the topics discussed under Section 3.3.2.3 and 3.3.2.4 as the latter states 2019 Airport Emissions and then goes into discussions of aircraft operations but then includes GSE, Ground Access Vehicles and Stationary Sources.

3.3.2.4 2019 Airport Emissions

Table 3.3-6 shows the 2019 combined emissions from aircraft, ground service equipment, ground access vehicles and stationary source emissions. However, the table does not include CO₂; as CO₂ emissions is a contributor to GHG. We believe this table should include the CO₂ emissions from each of the source types.

Clearly, the emissions even before any modernization or airport expansion exceed the established BAAQMD Air Quality CEQA Thresholds of Significance for NOX and ROG for all but stationary sources. Yet the DEIR does not discuss this aspect and the duty for the Port of Oakland to mitigate existing significant impacts.

3.3.3.2 Operational Emissions

This section states that the operational emissions modelling input and output and spreadsheet calculations are presented in Appendix F. As discussed above, we could not find these spreadsheets. Please identify which pages (tables) in Appendix F we can find such data. Especially the emissions from aircraft.

3.3.3.3 Project Impact Assessment

For operational emissions Tables 3.3-9 and 3.3-10 representing Years 2028 and 2038 respectively, it would have been appropriate to add the Threshold of Significance (lbs/day) and (tons/yr) at the bottom of the table as was done for Table 3.3-8.

As pointed out in text format below Table 3.3-9, the daily average and annual proposed project emissions for both ROG and NOX would exceed their respective thresholds of significance (by a large margin) and is considered a significant impact.

The Mitigation Measures discussion states that if mitigation would not bring the projects impact below the applicable threshold of significance it would be considered significant and unavoidable. This is not a valid statement and should be stricken or reworded to remove “unavoidable”. It states “if mitigation would not bring a projects impact below the applicable threshold of significance” yet the Port of Oakland offers no mitigation and tries to use the electrical infrastructure idea as a mitigation measure. Such a mitigation measure is irrelevant to the emissions produced by aircraft engines. The “No Project” alternative would be the mechanism to avoid such significant threshold exceedances.

Even the net difference in emissions between years 2028 and 2038 to the baseline year of 2019 shows significant impacts. The section does not bother to even address this major issue other than a highlighted in red and a small footnote.

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

This section discusses the BAAQMD’s air quality plans and how the project would compare with such plans. The paragraph starting with “The Proposed Project supports the primary goals of the AQP because...” is unfounded and subjective and contradictory to the emission results tables just prior to this statement.

Table 3.3-13 BAAQMD Control Measures

Control Measure BL2: The Port of Oakland states that it is proposing to develop a transition plan to convert natural gas consumption to all-electric building systems. The Proposed Project would not disrupt or hinder this measure.

However, since a definitive transition plan to convert natural gas consumption to all-electric building systems has not been developed or proposed, it may be premature to claim that the Proposed Project would not disrupt or hinder this measure.

Control Measure BL3: The Port of Oakland states that the Proposed project would support market-based approaches for solution to reduce GHG emission with existing buildings as feasible. The Proposed Project would not disrupt or hinder this measure.

25

It is unclear as to how utilizing existing building would support market-based approach to reducing GHG emissions. Furthermore, the construction and operation of the airport modernization and expansion which includes more aircraft enplanements would increase GHG emissions not reduce them. Making this a hinderance to this control measure.

Control Measure BL4: The Port of Oakland states that it would assess the incorporation of cool roofing and cool paving. The Proposed Project would not disrupt or hinder this measure.

26

However, since a definitive assessment to incorporate cool roofing and cool paving has not been conducted or made public, it may be premature to claim that the Proposed Project would not disrupt or hinder this measure. Even if the Port of Oakland conducted an assessment, there is no binding obligation to actually incorporate such measure

Control Measure EN1: The Port of Oakland states that it would evaluate opportunities to develop additional on-site renewable energy production. The Proposed Project would not disrupt or hinder this measure.

27

Since a definitive evaluation has not been conducted or made public, it may be premature to claim that the Proposed Project would not disrupt or hinder this measure. Even if the Port of Oakland conducted an evaluation, there is no binding obligation to actually incorporate such measure.

Control Measure EN2: The Port of Oakland states that it would review opportunities to decrease the electricity demand however the Port of Oakland would also evaluate developing additional on-site renewable energy production. The Proposed Project would not disrupt or hinder this measure.

28

Since a definitive review has not been conducted or made public, it may be premature to claim that the Proposed Project would not disrupt or hinder this measure. Even if the Port of Oakland conducted a review and identified opportunities, there is no binding obligation to actually incorporate such measure.

Control Measure SS17: The Port of Oakland states that the project would comply with all local, state and federal regulations. The Proposed Project would not disrupt or hinder this measure.

29

There is no evidence that the port would comply with all such regulations. Where in the DEIR does the Port of Oakland identify the specific GHG regulations and especially for Best Available Control Technology. What is BACT for GHG emissions from each of the emission source types? It may be premature to claim that the Proposed Project would not disrupt or hinder this measure.

Control Measure SS20: The Port of Oakland states that the project would comply with all local, state and federal regulations. The Proposed Project would not disrupt or hinder this measure.

30

Perhaps more informative statement can be input here to verify that the Project air toxics risk assessment complies with all regulations and guidelines.

Control Measure SS25: The Port of Oakland states that the project would comply with all local, state and federal regulations. The Proposed Project would not disrupt or hinder this measure.

How would the project comply with this measure? Does the DEIR state where and what coatings, solvents, lubricants, sealants and adhesives are used. Does it state that only low-VOC or water-based coatings, sealants and adhesives would be used? It may be premature to claim that the Proposed Project would not disrupt or hinder this measure.

Control Measure SS32: The Port of Oakland states that the project would comply with all local, state and federal regulations. The Proposed Project would not disrupt or hinder this measure.

There is no evidence that the port would comply with all such regulations. Where in the DEIR does the Port of Oakland identify the specific emergency engines to be utilized or their planned locations. Does the DEIR identify that only Tier 4 engines would be used? It may be premature to claim that the Proposed Project would not disrupt or hinder this measure.

Control Measure TR2: The Port of Oakland states that it would review Trip Reduction programs. The Proposed Project would not disrupt or hinder this measure.

Since a definitive Trip Reduction program review has not been conducted or made public, it may be premature to claim that the Proposed Project would not disrupt or hinder this measure. Even if the Port of Oakland conducted a Trip Reduction program review and identified opportunities, there is no binding obligation to actually incorporate such measure.

Control Measure TR14: The Port of Oakland states that it promotes purchasing/leasing electric/hybrid vehicles. The Proposed Project would not disrupt or hinder this measure.

Although promoting electric and hybrid vehicles is a nice gesture, however the act of promotion is not a definitive enough control measure and therefore premature to claim that the Proposed Project would not disrupt or hinder this measure.

While the measure itself is targeted more regionally with many governmental agency incentive programs, there are some definitive commitments the Port of Oakland can be making to support use of renewable electricity in both ZEVs and PHEVs, with additional support for low carbon, renewable fuels in the onboard internal combustion engines in PHEVs such as:

1. Each year conduct an inventory for all OAK owned passenger vehicles,
2. Identify those vehicles that do not meet the control measure objectives,
3. Create a plan to remove and or replace those that do not meet the criteria, and
4. Incorporate the objectives outlined above within the service agreements with the companies doing business at the OAK.

Control Measure TR17: The Port of Oakland states that it would encourage and promote the use of alternative fuel such as sustainable aviation fuel use in aircraft. The Proposed Project would not disrupt or hinder this measure.

Although encouraging and promoting an important emission reducing initiative is a nice gesture, however encouragement and promotions are not a definitive enough of a control measure and therefore premature to claim that the Proposed Project would not disrupt or hinder this measure. If the Port of Oakland in its modernization and expansion plan included installation of fuel storage tank(s) designated for alternative fuels, then that would be a definitive action consistent with the control measure. Or if the Port of Oakland has been in discussions with alternative fuel suppliers or has entered into purchase agreements with such suppliers then that would be a definitive action.

Additionally, the Control Measure is based on future technology improvements in aircraft engine design and efficiency mainly through the efforts of the FAA's Continuous Lower Energy, Emissions and Noise Program (CLEEN). That program has a goal to reduce emissions of NOX by 60 to 75 percent from new commercial aircraft engines by 2023-25. The status of such engine design to meet these goals is not known at least publicly. However, if and when such engines become commercially available, the Port of Oakland should include as part of the mitigation a means of ensuring the airlines utilizing the OAK airport implement such engines on their aircraft through lease agreements or other administrative/contractual instruments. Only then can the Port of Oakland claim the Proposed Project would not disrupt or hinder this measure.

Control Measure TR19: The Port of Oakland states that it would encourage truck drivers to convert to alternative fuel. The Proposed Project would not disrupt or hinder this measure.

Although encouraging truck drivers to convert to alternative fuels may be a nice gesture, however encouragement is not a definitive enough of a control measure and therefore premature to claim that the Proposed Project would not disrupt or hinder this measure.

This control measure is specifically aimed at Medium- and Heavy Duty On-Road Trucks, including all trucks weighing more than 10,000 pounds in Gross Vehicle Weight (Classes 3-8). As such, it would include any such vehicles owned or operated by OAK and companies doing business at the OAK. Since most truck drivers do not own the truck they are driving, rather the company they work for owns the truck, it may be more appropriate to aim the encouragement towards the companies doing business at the OAK. Consistent with TR19, the Port of Oakland can implement the following definitive actions:

1. Create incentives to purchase and use newer trucks with engines that exceed ARB's 2010 NOx emission standards for heavy-duty engines, or purchase and use hybrid trucks, and zero-emission trucks,
2. Each year conduct an inventory for all OAK owned, operated or leased Medium- and Heavy Duty On-Road Trucks including trucks from companies for which OAK conducts business,
3. From the annual inventory, identify those vehicles that do not meet the control measure objectives,
4. Create a plan to remove and or replace those that do not meet the criteria, and

5. Incorporate the objectives outlined above within the service agreements with the companies doing business at the OAK and create a written OAK directive that incorporates these objectives.

Toxic Air Contaminants – Cancer Risks

The Table 3.3-14 shows incremental cancer risks for the MEI during combined construction and operation periods. However, it would be helpful to see what the actual cancer risk values are for the MEI separately for construction (peak year) and operations (peak year).

37

3.7 Greenhouse Gas Emissions

This section and the following subsections provide many regulatory initiatives and regulations targeting reductions in greenhouse gas emissions.

38

Section 3.7.1.1 Regulatory Context

This section lists and describes multiple agency initiatives aimed at reducing GHG emissions. Under the Local subsection, it discusses construction and demolition recycling of materials and specifically states that the City of Oakland requires 100 percent recycling of asphalt and concrete and 65% other construction materials. It states the Port of Oakland would implement this ordinance for the Proposed Project but stops short of describing how it would comply. Where would the materials be sent and how would the Port of Oakland administer and verify/certify that the materials would be properly recycled?

3.7.2.2 Ground Support Equipment (GSE)

This section describes the general use of electric GSE (eGSE) and that such equipment is widely available and have been adopted by airports and airlines across the country. It states that switching to eGSE would reduce GHG emissions. However, it does not indicate that the Port of Oakland plans on using eGSE or if eGSE is being utilized, this section does not indicate the current fleet makeup. If such delineation of the OAK fleet for 2019, 2028 and 2038 is identified in the DEIR, please identify which section(s) or which Appendix such data is shown.

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3.7.3.2 Generate GHG emissions, either directly or indirectly.....

Under the Operational Emissions, the DEIR clearly identifies that the majority of the increase in GHG emissions due to aircraft engines, APU usage and GSE. GHG emissions generated from these sources offset any emission decreases from vehicle trips or stationary sources resulting in very significant increases in GHG emissions.

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The DEIR statement that “the majority of the Proposed Project’s GHG emission increases would result from market-based demand and related aircraft emissions and the Port of Oakland does not have the authority to mitigate air pollutant emissions associated with aircraft operations. Therefore, the impact would be a significant and unavoidable.” is not an entirely accurate statement and misleading. Blaming the increased GHG emissions from aircraft on market-based demand is a guise. Furthermore, it states the Port of Oakland does have the authority to mitigate air pollutant emissions associated with aircraft operations. Yet it does not explain why it does not have such authority or layout the specific regulations that state the Port of Oakland may not have such authority. We believe that there are other

options yet to be explored to mitigate such emission increases with the main option called the “No Project” alternative for which the Port of Oakland has the authority to exercise that option. We also believe the increase in GHG emissions in counter to the various BAAQMD Regional climate Protection Strategy Resolution and the BAAQMD Clean Air Plan.

Review of Noise Assessments in DEIRs:

41

To better understand how and why the DEIR conducted the noise assessment, I researched the following aspects related to aircraft and airport noise:

- Sounds generated from aircraft
- Measurement of sound
- How aircraft sound is measured and modeled using various sound units
- FAA, EPA and Caltrans regulations

3.11 Noise and Vibration

The DEIR describes the different types of noise metrics (i.e., SEL, SENEL, DNL, CNEL) used to evaluate cumulative noise impacts. The DEIR uses the CNEL as the noise metric from which significant impacts are determined since that is the metric used by both Caltrans and the FAA in their evaluations. A CNEL value of 60 dB is the upper limit of what is considered a “normally acceptable” for residential uses.

Although noise contour maps show that there would be no residences within the 65 CNEL contour under future project-based conditions, the methodology does not account for single event noise, night-time noise, resulting in sleep disturbance and interference in regular enjoyment of indoor and outdoor environments. The fallacy of using the CNEL noise level metric in noise assessments is that the CNEL represents the average noise level over a 24-hr period and I believe it's also averaged over a year; while the human ear cannot and does not average sound. That is, we don't experience averaged hearing and therefore any noise assessment that uses averaged values will not accurately represent the actual noise impact and the resulting disturbance incurred over the time it takes for the aircraft to fly over and away from where the person is located. While peak sound may be short in duration (seconds), the duration of the aircraft flyover can be taken into account (or averaged) over the short period (up to a few minutes). The noise metric called Sound Exposure Level (SEL) may be a more appropriate parameter to describe the “single-event” noise from aircraft flyovers. While the scientific and regulatory community embraces the DNL and CNEL metric, the general public does not relate to the statistical approach in noise assessment as the annoyance of sound from aircraft overhead tends to disturb and disrupt the person's surrounding environment. So while the DEIR discusses the level of noise due to the increased flights don't go beyond CNEL contours and other guidance values, it does not evaluate the increased frequency of noise and disturbance residences will have to endure.

For existing noise disturbances, the DEIR does not recognize or acknowledge current noise complaints via the CLASS organization or complaints registered directly with the airport or FAA. In fact there is no discussion or evaluation of the historic levels of complaints and how the Port of Oakland is working (or not working) with the local communities to resolve such issues.

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Appendix D. No Action Analysis Summary

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This Appendix discussed the No Action alternative covered in Chapter 4 of the DEIR. The Appendix D itself does not address existing environmental impacts or future environmental impacts related to the No Action alternatives.

At the beginning of the Appendix (page 1), the statement – “The analysis of the No-Action scenario demonstrates that it is physically and operationally feasible for OAK to accommodate forecast future activity for passengers and associated aircraft operations in existing facilities with minor improvements...”

Under the **Analysis of No-Action Scenario - Key Findings** (page 4), the analysis demonstrates that PAL2 activity can be accommodated at the existing facilities using contact gates and remote hardstands.

Both of these statements attest that the No-Action scenario is a viable alternative to the Proposed Project that would be able to accommodate the projected market-based passenger demand and avoid the identified significant air quality impacts and additional noise disturbances.

While the Appendix discusses on the use of hardstands and bussing that would be required if the No Action alternative is used, it fails to provide context of the current and historical utilization of hardstands and bussing (baseline 2019 and prior years), and it focuses only on PAL 2 (2038) being the highest activity and ignores PAL 1 (2028) and any differential between the different years.

The Appendix discusses the need to use up two or so gates to accommodate the bus loops and passenger flow from the hardstands. Perhaps an alternative to that would be to enter/exit through the north end of Terminal 1, or the CBP building or the two unnamed buildings adjacent to Terminal 1. Even a minor modification to the Terminal 1 would be acceptable as it would likely not introduce any long-term environmental impacts.

Section 4 of the DEIR discusses alternatives to the Proposed Project and introduces the Three Factor Screening concept.

Under the Factor 3 Screening, the DEIR identifies 6 resource areas. However, it fails to address Noise. While the section states that there may be other environmental resources, it only lists those that are subject to laws and regulations that have requirements for the avoidance and minimization of project-related impacts or are known to be present at the Airport. Certainly, noise is an important element that should have been evaluated in this Section of the DEIR.

Under Section 4.4.6 Relocation of Operations

It states that relocating operations to an existing airport and close alternative is hypothetical because the Port of Oakland does not have the ability to dictate to an airline the airport at which it operates. This argument is not clearly understood and would like the Port of Oakland explain the rational for this statement. First, please explain why the Port of Oakland or any authority at any airport does not have the ability to dictate to an airline the airport at which it operates. Also provide the laws, regulations that collaborate this statement. It would seem that airports do have some say as OAK or the Port of Oakland sign gate lease agreements/contracts with the airlines in order for them to use the airport

and facilities. Secondly, if OAK does close, then the situation would not be hypothetical as there would be no need to dictate to an airline where it can operate as it would be obvious that the airline can no longer land or take off at a closed OAK.

Section 4.5.1.1 Environmental Impacts

The statement under Air Quality:

The majority of emissions associated with operations would result from aircraft operations and GAVs, the level of which would occur with or without implementation of the Proposed Project. The No Project Alternative could result in an additional increase in aircraft emissions due to idling while waiting for a gate to become available. Therefore, as with the Proposed Project, under the No Project Alternative impacts to air quality are considered to be significant and unavoidable (see Section 3.3, Air Quality).

We do not agree with the first sentence of the above statement for the following reasons:

1. It is unlikely that without the implementation of the Proposed Project, which includes a new terminal with 16 new gates, and modernization and reconfiguration/replacement of the existing terminals and the nearly doubling the number of passengers from 2019 levels, that such a level would be sustainable under the No Project scenario.
2. Despite the claim that the airport could accommodate the projected market-based passenger demand, we believe the outcome is self-limiting due to the constraints identified in Appendix D with respect to hardstands and busing, delays due to gate availability etc. In addition, if the passenger experience is so diminished and becomes a turn-off, then both the airlines and passengers will likely avoid OAK and utilize the other Bay Area airports.
3. Without the implementation of the Proposed Project, we believe the actual number of enplanements and deplanements will be much lower than projected. Therefore, impacts to air quality will likely not be as significant and thereby avoidable.

4.6 Environmentally Superior Alternative

We agree with the second sentence under this section that the No Project Alternative is the environmentally superior alternative.

"The environmentally superior alternative is the No Project Alternative. It would have the fewest environmental impacts but would not meet any of the project objectives".

However, the following sentence does not make sense and do not agree with the conclusion:

"The CEQA Guidelines require that if the No Project Alternative is the environmentally superior alternative, another alternative must also be identified as the environmentally superior alternative..."

Therefore, the Proposed Project is considered to be the environmentally superior alternative because it meets the five objectives outlined in Chapter 2 with the least amount of environmental impact."

Additional Alternative Thoughts

We would like to see the Port of Oakland include an alternative scenario that offers a middle ground alternative. Perhaps an alternative scenario analysis could be conducted to include modernizing and reconfiguring existing terminals 1 and 2, addition of a third terminal with only 6 new gates and another with 9 new gates, and utilizing hardstands for the remainder of flight arrivals and departures.

Again, we thank you for the opportunity to comment. We look forward to your responses. If you have any questions, please contact us.

Response to Commenter P-1132

1. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
4. The commenter's statement about including the list of appendices in the table of contents is acknowledged.
5. As shown in **Section 2.4** of the EIR, the Port developed a forecast of future aviation activity at OAK, which includes commercial airline passenger activity, as well as cargo, business, military, and general aviation activity. This forecast of future activity is quantified in terms of the number of passengers who would be expected to use OAK, the weight of cargo that would be expected to be transported through OAK, and the number of aircraft operations that would be expected to occur at OAK. The forecast also documents the types of aircraft, or fleet mix, that would be expected to be used at OAK.

The activity forecast for OAK was developed by the Port to provide informed projections of what the multiple airline and cargo operators are likely to offer (supply) in response to where people want to fly or where goods need to be flown (market demand). The forecasting methodologies are consistent with industry practice, meet FAA requirements, and are reflective of regional dynamics.

The aviation activity projected in this forecast would occur in response to market demand. This forecast was approved by the FAA on December 29, 2022. See also Global Response A: Aviation Forecast.

6. The most recent regional study of forecast air traffic for the Bay Area was completed by the Bay Area Regional Airport Planning Committee (RAPC) in 2011. This study, which analyzed multiple scenarios (including analysis of the impact of High Speed Rail on the airport system), distributed air traffic among the Bay Area airports. The study showed that OAK's share of regional air traffic demand would be between 21 and 24 million annual passengers (MAP) by 2035 (as compared to the current forecast of 24.7 MAP by 2038). Therefore, the forecast provided in **Chapter 2** is consistent with the 2011 RAPC study and considered reasonable. See also Global Response A: Aviation Forecast.
7. See response to Comment #2 of this letter. See also Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.
8. See response to Comment #7 of this letter.
9. See response to Comment #2 of this letter.
10. The Final EIR will go to the Board of Port Commissioners for review and certification. If the Final EIR is certified, then the Board can make a decision to approve the Proposed Project or not.
11. The Port does recognize that the public perceives the noise as being disruptive to their community. For more than 50 years, the Port has developed programs to minimize noise impacts on surrounding communities. Long before the current sophisticated noise-monitoring system was installed, airport management met regularly with aircraft operators, the FAA, and community representatives to develop noise abatement procedures. Today the Port continues to meet with these groups in order to find ways to balance various concerns, such as noise and other environmental issues, while maintaining safety as its number one priority. In addition, pilot education continues to be an important part of the Port's noise abatement program. However, because the Proposed Project would not result in a significant impact related to aircraft noise, mitigation measures are not required or warranted. See also Global Response D: Noise.
12. The FAA indicated to the Port that NEPA documentation will be completed after the completion of the CEQA process. This decision was made by the FAA as the federal lead agency. The NEPA process will include additional public outreach and opportunities for public comment.
13. The commenter's statement about moving the location is acknowledged; however, no change to the EIR was warranted.
14. As stated in **Section 2.5.1** of the EIR, Terminal 1 does not meet current California Building Code with respect to structural design and earthquake loads. In addition, Terminal 1 does not meet current fire protection requirements. **Section 4.4.2** of the EIR provides an analysis of retaining Terminal 1 and why this alternative is not viable for implementation. See also Global Response I: Alternatives. **Section 2.5** of the

EIR documents the sources that the Port used to identify industry standard levels of service.

15. Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.
16. Two study areas were developed for use in this EIR: a general study area (see **Figure 3-1**) for analysis of impacts that could extend beyond Airport property, and a detailed study area (see **Figure 3-2**) for impacts that would be more likely to occur within the direct footprint of the Proposed Project. The general study area (**Figure 3-1**) was developed by starting with the Airport's 65 decibel (dB) noise contours and extending the boundary out to International Boulevard to the north and east and CA-92 to the south.
17. **Appendix E** of the EIR presents the air quality emission calculations for human health risks, and **Appendix F** provides the Air Quality Protocol. The air quality assessment was conducted in accordance with FAA guidelines for assessing environmental impacts and BAAQMD 2017 CEQA Guidelines. Operational emissions from aircraft were estimated using the FAA AEDT model and are discussed in **Section 3.3.2.3** of the EIR and in the Air Quality Protocol in **Appendix F**. Mitigation measures for air quality are discussed in **Section 3.3.3** of the EIR. Construction and aircraft operational BMPs and mitigation measures to reduce emissions are discussed in **Section 3.3.3.3**. As discussed, no additional aircraft operational emissions are expected compared to the No Project Alternative. Any additional emissions associated with the No Build Alternative and the Proposed Project when compared to the existing conditions are based on forecast market demand and would occur regardless of the Proposed Project.
18. For a detailed description on the calculations used in the models, refer to "Appendix C, Emission Calculation Details for CalEEMod," available at https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf and "Aviation Environmental Design Tool (AEDT) Version 3e Technical Manual," available at https://aedt.faa.gov/Documents/AEDT3e_TechManual.pdf.
19. See responses to Comments #17 and #18 of this letter.
20. CO₂ calculations are related to greenhouse gas emissions, so they are presented in **Section 3.7**.
21. Operational emissions detail sheets are provided following the construction emissions detailed sheets in **Appendix F**.
22. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and

aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Section 4.3 of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business.

Any alternatives that contemplated fewer gates and corresponding holdrooms and passenger processing facilities than identified for the Proposed Project would not meet the level of service criteria because it would not provide OAK with industry standard levels of service and, therefore, were not considered for further evaluation in the EIR. The EIR includes a reasonable range of alternatives to the Proposed Project. Also see Global Response I: Alternatives.

23. The commenter's statement about the determinations made in **Section 3.3** is acknowledged.
24. See response to Comment #2 of this letter. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. See also Global Response G: Greenhouse Gas and Climate Change.
25. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
26. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. See also Global Response G: Greenhouse Gas and Climate Change.
27. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. See also Global Response G: Greenhouse Gas and Climate Change.
28. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. See also Global Response H: Alternative Fuels and Global Response G: Greenhouse Gas and Climate Change.

29. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.

See also Global Response G: Greenhouse Gas and Climate Change.

30. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.

See also Global Response G: Greenhouse Gas and Climate Change.

The HHRA, included as **Appendix E** of the EIR, is presented in a typical format for HRAs produced to support environmental documents, providing a brief introduction and description of the project being assessed (Page E-1), a summary of the general analysis approach and objective (Page E-2), a detailed methodology including references to the CalEPA, USEPA, and BAAQMD guidance for the evaluation of health risks from air emissions, TAC of concern selection criteria and rationale, descriptions of analyzed populations and exposure pathways, exposure parameters for each analyzed population, a robust description of toxicity parameters for all TAC of concern, and explanations of how the aforementioned parameters would be utilized to estimate individual exposures and maximum impacts (Pages E-3 through E-19). Only at the end of the methodology discussion (starting on page E-16) are risk thresholds discussed in the context of how individual exposure and maximum impacts would be assessed.

As referenced in the HHRA on page E-3, BAAQMD has established guidance for the evaluation of project-level project-individual and cumulative TAC exposure. This guidance includes quantitative risk thresholds for use in the context of CEQA, against which risk increments are compared in the HHRA. BAAQMD has included project-level TAC risk thresholds, including thresholds for carcinogenic risks, in their CEQA guidance since at least 1999.

The use of USEPA's AERMOD model for dispersion modeling for the development of local concentrations for the evaluation of health risk assessment is standard industry practice and is specified by CalEPA OEHHA guidance for the evaluation of human health risks.

31. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.

See also Global Response G: Greenhouse Gas and Climate Change. Standard construction BMPs are also identified in **Sections 3.8 and 3.9** of the EIR.

32. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.

See also Global Response G: Greenhouse Gas and Climate Change.

33. The Proposed Project would not preclude any initiatives identified in **Section 3.3**. As stated in **Section 3.13** of the EIR, the Proposed Project would not have a significant effect on vehicle miles traveled (VMT) and transportation demand management (TDM) programs are not included in the Proposed Project. OAK does provide infrastructure and encourage alternate modes of transportation such as bike paths leading to the airport, bike parking, and the BART connector. The Port will assess TDM strategies during design of the Proposed Project and incorporate measures as feasible.

34. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.
See also Global Response G: Greenhouse Gas and Climate Change.
35. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.
See also Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.
36. The Proposed Project would not preclude any initiatives identified in **Section 3.3**.
See also Global Response G: Greenhouse Gas and Climate Change and Global Response H: Alternative Fuels.
37. See **Appendix E** for additional detail related to the human health risk assessment.
The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. See also Global Response F: Human Health Risk Assessment.
38. See Global Response G: Greenhouse Gas and Climate Change for a discussion of GHG measures at the Airport.
39. None of the GHG measures were taken into account during the preparation of the EIR, thus overstating estimates of effects. See Global Response G: Greenhouse Gas and Climate Change for a discussion of GHG measures at the Airport.
40. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
41. As described in **Sections 3.11.1.1 and 3.11.1.2** of the EIR, the FAA requires the use of CNEL analysis for assessing noise impacts related to aviation noise. As described in **Section 3.11.1.4** of the EIR, the Aviation Environmental Design Tool (AEDT), which is the model approved by the Federal Aviation Administration (FAA), takes into account all aircraft operations arriving and departing out of OAK as well as the time of day the operation is occurring. The model utilizes aircraft profiles to calculate noise emissions throughout an aircraft's flight track. See Global Response D: Noise for more information.
42. The Port continues to comply with its obligations associated with the noise abatement program and will document the Port's continued commitment to the

program. For updated information describing how the Port implements and has supplemented its noise commitments, see Global Response D: Noise.

43. **Chapter 4** of the EIR provides a discussion of alternatives to the Proposed Project, including a No Project Alternative, which is considered to be an alternative to the Proposed Project in conformance with Section 15126(d) of the CEQA Guidelines. The EIR evaluates alternatives to accommodate the increase in enplanements and aircraft operations that would occur with or without the implementation of the Proposed Project. Each alternative is analyzed for the ability to meet most of the basic project objectives while avoiding or lessening significant environmental effects. Thus, the EIR identifies and analyzes the range of alternatives available to the Port. See also Global Response I: Alternatives.
44. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
45. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
46. The commenter claims that the EIR fails to identify an environmentally superior alternative because the Proposed Project, by definition, cannot be the environmentally superior alternative. This is incorrect. See *Save Our Access-San Gabriel Mountains v. Watershed Conserv. Authority*, 68 Cal. App. 5th 8, 18 (2021) (upholding an EIR that fully analyzed only the proposed project and the no-project alternative, and identified the proposed project as the environmentally superior alternative).

An EIR is required to assess a reasonable range of alternatives to a project as outlined in CEQA Guidelines Section 15126.6. The alternatives must potentially meet most of the project objectives and avoid or substantially lessen potentially significant environmental impacts associated with the project. CEQA also requires that an EIR assess the No Project Alternative, providing an assessment of what would reasonably be expected to occur if the project were not implemented. In compliance with these requirements, the EIR identified eight alternatives, including the No Project Alternative, and specifically identified that the No Project Alternative is the environmentally superior alternative. However, given CEQA's mandate in these circumstances to identify another alternative, the Proposed Project was identified as environmentally superior to the action alternatives evaluated in the EIR.

Notably, the Port, in considering these potential alternatives (described in **Section 4.4** of the EIR), ultimately dismissed each of them from further evaluation for one or more of the following reasons: (1) they would not sufficiently meet most of the project objectives; (2) they were determined to be infeasible; or (3) they would not avoid or substantially reduce one or more potentially significant impacts under the Proposed Project. The Port did not identify any other feasible alternatives that would meet most of the project objectives and avoid or substantially lessen potentially significant environmental impacts.

47. The Proposed Project would construct a new terminal that would include up to 25 aircraft gates in an approximately 830,000-square-foot building. The Proposed Project also includes the optimization of the aircraft gates in Terminals 1 and 2 so that each gate can operate independently. This would reduce the number of aircraft gates in Terminals 1 and 2 from 29 to 20. Thus, the Proposed Project would result in a net increase of 16 aircraft gates. The gate requirements represent the minimum number and size of gates needed to support the forecast. As stated in **Section 2.5** of the EIR, the Proposed Project is designed to accommodate the forecast market demand at industry standard levels of service. Thus, the Proposed Project is not growth-inducing because it is accommodating a demand that is forecast to occur. See also Global Response A: Aviation Forecast.

Commenter P-1133

Ron Weisberg

Flying is a prime contributor to greenhouse emissions and climate change. We must limit flying not expand it.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1133

1. The commenter's statement regarding flying as a prime contributor to greenhouse gas emissions and climate change is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1134**Alex Weiss haus**

All California communities need to replace dependence on Air Travel Industries with local, ecosustainable, vital solutions. Municipal boards in all fields must devote themselves to this goal to present the world with a model, whole solution to the human-driven Sixth Extinction. Thank you for your consideration of California's position as one of the exemplary cradles of Conservation and Wilderness Protection!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1134

1. The commenter's statement regarding the need to replace dependence on air travel with local solutions is acknowledged. The Port does not have the authority to require air travelers to use other modes of transportation. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1135

Bella Weksler

As a student and frequent user of the OAK airport I do not support this expansion project. Flying is already a huge emitter of carbon and contributes to climate change. I do not encourage more flying. Especially when this project will result in environmental injustice to people underserved in the Oakland community.

1

2

Response to Commenter P-1135

1. The commenter’s statement regarding being a frequent user of OAK and regarding opposition to the Proposed Project is acknowledged.
2. The commenter’s statement regarding not encouraging more flying is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. For a discussion on

environmental justice, see Global Response E: Environmental Justice and Community Engagement.

Commenter P-1136

Elias Welsh

The community of East Oakland suffers from a massively Disproportionate amount of detrimental health factors stemming from environmental and economic racism- and as you know airports are never located very close to high income communities due to noise/other environmental factors. For these reasons, expanding Oakland airport is merely COMPOUNDING the indefensible damages and injustice already inflicted on that community-a community w a very high proportion of Families w children and that is extremely diverse (but w a relatively small % of white people vs more affluent communities nearby).?Coincidence?? Not even a little bit. But if Anybody Already Knows *Everything* above -as Port of Oakland Board of Commissioners- it's YOU! Your ACTIONS/Decisions on this matter will be as Eloquent and Candid a Reflection of the *Content of Your Actual Characters* as possible. We are extremely politically active and involved. If You put Profits Before People we will Curtail your careerism, Quickly?

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

11

- We need to shift towards climate-just transportation.

Response to Commenter P-1136

1. The commenter's statement regarding the environmental and economic racism in East Oakland is acknowledged. For a discussion on environmental justice, see Global Response E: Environmental Justice and Community Engagement.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1137**Matt Wheeland**

I am strongly opposed to expanding the Oakland Airport - more flights mean more greenhouse gas emissions, which means more global warming, and as someone who lives about six feet above sea level, I am profoundly concerned with increases in planet-heating air travel.

1 2

In addition, increasing traffic into the airport by plane will bring more pollution from planes, from trucks delivering fuel and supplies to the airport, and from passenger vehicle traffic to the airport. The communities that surround the airport are already suffering from traffic-related health and economic crises and more air travel will only make that worse.

3

We need less flying, not more. Please do not expand Oakland Airport!

Response to Commenter P-1137

1. The commenter's opposition to the Proposed Project is acknowledged.
2. For a discussion on global warming, see Global Response G: Greenhouse Gas and Climate Change.
3. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Commenter P-1138 **Matt Wheeland**

I am strongly opposed to the expansion of Oakland Airport. It will increase noise, traffic, and pollution in the communities surrounding the airport – including mine – and will greatly increase the greenhouse gas emissions in the region at a time when we desperately need to do less flying, not more.

1 2

Response to Commenter P-1138

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Section 3.3, 3.11, and 3.13** of the EIR discuss the air quality, noise, and traffic impacts. No significant air quality, noise, or traffic impacts would occur as a result of the implementation of the Proposed Project. For a discussion on greenhouse gases, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1139 **Carol White**

Save the environment

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

• We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
• Aviation is hard to decarbonize and biofuels are not the answer.	5
• It's too much noise. More Flights= More noise.	6
• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1139

1. The commenter's statement regarding saving the environment is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.

9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1140**Carol Brotman White**

We already have so much pollution and noise here in Oakland from the highways and port. Please give us a break! Many thanks.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1140

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1141**Judith White**

Where we live in Bay Farm, the loud noise from the planes taking off at low altitude right over our house is intolerable. The Airport expansion is a terrible idea, bad for the environment and bad for the residents living nearby.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
3. Aviation is hard to decarbonize and biofuels are not the answer. 4
4. It's too much noise. More Flights= More noise. 5
5. Sea level rise threatens shoreline development. 6
6. Labor rights are at stake. 7
7. Inequity: flying is an elite privilege with high costs for everyone else. 8
8. We have alternatives. Invest in Rail. 9
9. We have alternatives like remote business and conferencing. 10
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1141

1. The commenter's statement regarding the loud noise from planes taking off by Bay Farm is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1142**Pamela White**

This compounds the environmental injustice visited in the residents of East Oakland, who are already subjected to intense levels of pollution and suffer high levels of asthma, COPD, and other environmental hazards. NO to the expansion of OAK!

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

4

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

5

- Aviation is hard to decarbonize and biofuels are not the answer.

6

- It's too much noise. More Flights= More noise.

7

- Sea level rise threatens shoreline development.

8

- Labor rights are at stake.

9

- Inequity: flying is an elite privilege with high costs for everyone else.

10

- We have alternatives. Invest in Rail.

11

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

12

Response to Commenter P-1142

1. For a discussion on environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1143**Richard White**

We live in Alameda's Bay Farm section, close to the OAK Airport. At times, due to wind conditions, planes take off right over our home, and the noise is very loud and annoying. Sometimes this happens during the night, when we are trying to sleep. We are really against OAK expansion due to the noise and the harm to the environment that would result from the pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

- Aviation is hard to decarbonize and biofuels are not the answer.

5

- It's too much noise. More Flights= More noise.

6

- Sea level rise threatens shoreline development.

7

- Labor rights are at stake.

8

- Inequity: flying is an elite privilege with high costs for everyone else.

9

- We have alternatives. Invest in Rail.

10

- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

11

Response to Commenter P-1143

1. The commenter's statement regarding noise from planes taking off over their home and regarding opposition to the Proposed Project is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1144

Richard White

We live in Bay Farm in Alameda at 3008 Cerro Vista in the Casitas HOA development). At times when the wind is coming more from the north, big commercial jets take off at low altitude (only a few hundred feet) right over our house and since the planes take off every 10 minutes or so all day starting at 6:00 AM and continue until evening, the noise is intolerable. Normally when the wind is more out of the west, planes take off from a different runway and over the water of the Bay and the noise is not as bad. We are completely against OAK expansion because the noise pollution is so bad now that it adversely affects property values in Bay Farm.

1

Response to Commenter P-1144

1. The commenter’s statement regarding noise from commercial jets taking off over Bay Farm is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.

Under CEQA, potential effects from implementing a project, such as reductions in

property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

Commenter P-1145

Richard White

We live in Alameda's Bay Farm section, close to the OAK Airport. At times, due to wind conditions, planes take off right over our home, and the noise is very loud and annoying. Sometimes this happens during the night, when we are trying to sleep. We are really against OAK expansion due to the noise and the harm to the environment that would result from the pollution.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1145

- The commenter's statement regarding noise from commercial jets taking off over Bay Farm is acknowledged. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1146**Steve Willett**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

• Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
• Aviation is hard to decarbonize and biofuels are not the answer.	4
• It's too much noise. More Flights= More noise.	5
• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-1146

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1147
Jacquelyn Williams

I live under the flight pattern The last several years there has been increased airplane activity. I love this community so I stay here despite the noise from the airplanes which has been disruptive to my sleep and sometimes peace of mind. Also I use Oakland airport when I can because it's less chaotic therefore less stressful than flying in and out of larger airports. Bigger is not always better I strongly recommend not increasing the size and air traffic through this airport because of its impact on the community

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

Response to Commenter P-1147

1. The commenter's statement regarding living under the flight pattern and staying in the community despite the noise from aircraft is acknowledged.
2. The commenter's opposition to increasing the size of and air traffic at OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at

OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1148
Jacquelyn Williams

I live under the flight pattern. The last several years there has been increased airplane activity. I love this community so I stay here despite the noise from the airplanes which has

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been disruptive to my sleep and sometimes peace of mind. Also I use Oakland airport when I can because it's less chaotic therefore less stressful than flying in and out of larger airports. Bigger is not always better I strongly recommend not increasing the size and air traffic through this airport because of its impact on the community. I live just in front of oakland airline departure lanes. On September 22 lanes that normally aren't used were put in use due to maintenance work on the regular lines. I was awakened at 6am from the sonic noise coming from a plane flying directly over my house. I have dual paned windows but the noise was still deafening. And the planes continued coming at frequent intervals. The noise was so loud at each fly over that I couldn't even hear the music I had put on to help me relax. I couldn't fall asleep again. Besides all the other side affects my objection is based on a deterioration of life if these plane lanes are used during an expansion. The planes are so close because of my proximity to take off and the noise is so loud and disruptive. My house should be my sanctuary and my ability to sleep in my house should be a given. The airplane noise has taken this away from me and my neighbors. Please deny the expansion due to the negative mental and physical effects it has on people.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-1148

1. The commenter's statement regarding living under the flight pattern and staying in the community despite the noise from aircraft is acknowledged.
2. The commenter's opposition to increasing the size of and air traffic at OAK is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the

Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.

3. The commenter's statement regarding being awakened by aircraft noise and planes coming at frequent intervals is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. **Appendix M** of the EIR provides information regarding sleep disturbance resulting from nighttime aircraft operations at OAK.

The commenter's opposition to the Proposed Project is acknowledged.

4. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
6. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
7. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
8. For a discussion of aircraft noise, see Global Response D: Noise.
9. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
10. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
11. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
12. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
13. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1149**Neil Wilson**

The DEIR is inadequate:

I want to point out two major deficiencies. The first concern is noise pollution. During the period starting on 9/22/2023 through 9/25/2023, I had airliner after airliner taking off directly over my home on Mecartney Road in the Garden Isle Home Owners' Association. I could not hold a conversation, either in person or on my phone, because of the noise. I also could not work nor enjoy music or television. That was my personal experience.

If you want scientific evidence, there is a sound monitoring microphone located at the Garden Isle Clubhouse at 1060 Melrose Ave. This information should be acquired during your investigation. This could be a preview of the future if these planes are allowed to use the North Field. Commercial aircraft should not be allowed to overfly residential areas during departures or arrivals.

The second concern is air pollution. The air monitoring sites referenced in the draft are not relevant. They are too far away. A site is needed on Bay Farm Island, adjacent to the airport, which would provide much more accurate data measuring airplane generated air pollution. My personal experience is that I can see the soot and smell the odor caused by jet exhaust. It's time to get the scientific data now before further jeopardizing our health and safety. The Oakland Terminal Modernization and Development Project should not be allowed to proceed until these issues are resolved.

Response to Commenter P-1149

1. The commenter's statement regarding not being able to hold a conversation, work, or enjoy music or television due to aircraft noise is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement regarding being able to see soot and smell the odor caused by jet exhaust is acknowledged. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

Commenter P-1150**Kristy Winn**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1150

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1151

Riley Wise

No!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1151

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1152
Patrice Woeppel

What we need is more housing, not more airport.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
<ul style="list-style-type: none"> • We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 	3
<ul style="list-style-type: none"> • Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 	4
<ul style="list-style-type: none"> • Aviation is hard to decarbonize and biofuels are not the answer. 	5
<ul style="list-style-type: none"> • It's too much noise. More Flights= More noise. 	6
<ul style="list-style-type: none"> • Sea level rise threatens shoreline development. 	7
<ul style="list-style-type: none"> • Labor rights are at stake. 	8

<ul style="list-style-type: none"> • Inequity: flying is an elite privilege with high costs for everyone else. • We have alternatives. Invest in Rail. • We have alternatives like remote business and conferencing. 	9
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	10
<ul style="list-style-type: none"> • We need to shift towards climate-just transportation. 	11

Response to Commenter P-1152

1. The commenter's statement regarding needing more housing instead of airport is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1153

Emily Wohlford

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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| 1. | We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 1 |
| 2. | Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 2 |
| 3. | Aviation is hard to decarbonize and biofuels are not the answer. | 3 |
| 4. | It's too much noise. More Flights= More noise. | 4 |
| 5. | Sea level rise threatens shoreline development. | 5 |
| 6. | Labor rights are at stake. | 6 |
| 7. | Inequity: flying is an elite privilege with high costs for everyone else. | 7 |
| 8. | We have alternatives. Invest in Rail. | 8 |
| 9. | We have alternatives like remote business and conferencing. | 9 |
| 10. | We need to shift towards climate-just transportation. | 10 |

Response to Commenter P-1153

- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
- For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
- For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1154**Pete Woiwode**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1154

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1155
Mical Woldemichael

We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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|---|----|
| 1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming | 2 |
| 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution | 3 |
| 3. Aviation is hard to decarbonize and biofuels are not the answer. | 4 |
| 4. It's too much noise. More Flights= More noise. | 5 |
| 5. Sea level rise threatens shoreline development. | 6 |
| 6. Labor rights are at stake. | 7 |
| 7. Inequity: flying is an elite privilege with high costs for everyone else. | 8 |
| 8. We have alternatives. Invest in Rail. | 9 |
| 9. We have alternatives like remote business and conferencing. | 10 |
| 10. We need to shift towards climate-just transportation. | 11 |

Response to Commenter P-1155

1. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1156**Peter Wolfe**

We live by 9th and Haight in Alameda. There are times when planes fly slowly overhead mostly I believe when cloud cover is low. The problem is I believe they dump fuel due to the smell in the air. My wife and I both have had cancer, along with several neighbors. We like the airport nearby, but sound is not the only issue. There needs to be a stop of dumping fuel over inhabited areas. This is a public health issue.

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Response to Commenter P-1156

1. The commenter's statement about dumping fuel is acknowledged.

Commenter P-1157**Dorothy Wonder**

Let us strongly support high speed rail and other alternatives,

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.

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• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1157

- With respect to other travel alternatives, the Port does not have the authority to require air travelers to use other modes of transportation.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
- Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
- For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
- For a discussion of aircraft noise, see Global Response D: Noise.
- For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
- Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
- The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
- Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1158

Amy Wong

WHO:

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

1

WHAT:

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

2

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains underexamined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultraparticles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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We are asking that:

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- The Port of Oakland
- and the City of Alameda conduct technical, *localized*
- studies that are independently verified that include noise and air quality sensors on Bay Farm Island at $\frac{1}{4}$ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured
- and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.
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- The Port of Oakland
- explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

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- The City of Alameda
- takes a stronger stance in opposition to the expansion. Their current response is disappointingly neutral and lacks the strong dissent of their citizens.
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WHEN:

NOW is the time to act because the public review period for the Draft Environmental Impact Report (DEIR) ends on Monday, October 16th at 5PM PST.

Response to Commenter P-1158

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and

cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.

Commenter P-1159

Amy Wong

To the Attention of the Port of Oakland, Oakland Airport and City of Alameda,

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at 1/4 mile increments from each of the existing OAK airport runways. For air

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quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please extend the October 16 deadline until proper due diligence has been done and these Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-1159

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and

cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1160

Amy Wong

I live on Bay Farm Island, which is within 1 mile of the Oakland airport. The noise of the departing flight is constantly as loud as 70 to 75 dB. The leaves of the bushes and my garden on my backyard yard have layers of black and grey particles from the jet fuel. I don't want to increase the exposure of the harmful chemicals to my family and young children. More terminals and more flights including international aircrafts will cause more frequent and intensified noise disturbances and hazardous air that pose SERIOUS threat to the residents and children. Yes to the airport modernization, but NOOO to the expansion!!

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.
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10. We need to shift towards climate-just transportation.

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Response to Commenter P-1160

1. The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. **Table 3.11-12** of the EIR shows that no housing units are within the 65 dB CNEL noise contour associated with aircraft operations at OAK. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1161**Helen Wong**

As someone living 2 miles from Oakland International Airport and directly under the airplanes flight plan, I oppose the OAK expansion. Over the last 5 years, there have been constant flight noise and pollution while OAK tells us they are being cognizant about their neighbors. Pilots fly as low as they want, day and night, without recourse. On hot days and night, we have to choose between open the windows to let cool air in and suffer airplane noise, or keep the windows close and the house stuffy so we can sleep. OAK needs to consider their neighbors, provide reassurance that flights will not go over Harbor Bay Isle, and do more to combat noise pollution and air pollution. There are literally layers of ash on our property when flights are too low to the ground. [Please do not support OAK expansion.]

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1161

1. The Port does not have authority to regulate flight paths and procedures. Federal regulations, enforced through the FAA and TSA, have authority over aspects of air travel including passenger safety and transportation security. Federal regulations require certification of airports, pilots, and aircraft. Operators are required to maintain safe premises and enforce security measures. However, airlines retain control over pricing, destinations or markets served, flight frequency, or types of aircraft flown.

The Port does recognize that the public perceives the noise as being disruptive to their community. For more than 50 years, the Port has developed programs to minimize noise impacts on surrounding communities. Long before the current sophisticated noise-monitoring system was installed, airport management met regularly with aircraft operators, the FAA, and community representatives to develop noise abatement procedures. Today the Port continues to meet with these groups in order to find ways to balance various concerns, such as noise and other environmental issues, while maintaining safety as its number one priority. In addition, pilot education continues to be an important part of the Port's noise abatement program.

30. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
31. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
32. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
33. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
34. For a discussion of aircraft noise, see Global Response D: Noise.
35. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
36. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
37. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.

38. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

2. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1162

Joanne Wong

WHO:

The proposed expansion of Oakland Airport would greatly impact those who work or reside near the airport, particularly residents on Bay Farm Island and the East End of Main Island in Alameda.

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WHAT:

Oakland Airport is in the planning process of modernizing and constructing a new terminal to increase the number of gates by 50%. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents. Neighborhoods closest to the South Field runway *already* experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remains underexamined (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultraparticles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, pre-term births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

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We are asking that:

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- The Port of Oakland and the City of Alameda conduct technical, *localized*

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- studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured
- and examined. This is entirely missing in the current DEIR. This will allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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- The Port of Oakland explores ALL other potential options to mitigate noise and air pollution
- impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.)

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- The City of Alameda takes a stronger stance in opposition to the expansion. Their current
- response is disappointingly neutral and lacks the strong dissent of their citizens.
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WHEN:

NOW is the time to act because the public review period for the Draft Environmental Impact Report (DEIR) ends on Monday, October 16th at 5PM PST.

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Response to Commenter P-1162

1. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
2. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social

and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1163

Marvin Wong

I wish you who are the decision makers would be living here to experience the awful flight noise, not to mention the pollution. Why can't people who are in power to stop this expansion, decide in favor of people's welfare instead of profits? Grace over Greed?	1 2
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	3
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	4
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	5
3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7

5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-1163

1. The commenter's statement regarding wishing the decision makers to experience the awful flight noise and pollution is acknowledged.
2. The commenter's opposition to the Proposed Project is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1164

Rufina Wong

Expansion of Oakland airport will seriously harm our health, deteriorate our quality of life even more, cause even more pollution and can cause many other harmful impacts to the community!!

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It is likely none of the decision makers who are in the position to vote yay or nay, or in the position to influence the expansion plan do not live in any of the communities near the Oakland Airport. Although you may not be affected negatively by this expansion plan. MANY OF US WILL!! PLEASE BE Considerate and listen to all the concerns raised by those who will be negatively impacted by the proposed Oakland Airport Expansion plan!!

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PLEASE DO NOT move forward with this expansion plan!!!

Response to Commenter P-1164

1. The commenter's statements regarding perceived impacts of the Proposed Project is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
2. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-1165

Cherlene Woodcock

We know it is the mining, transport, and burning of fossil fuels that drive the climate crisis. We know that jet fuel is extremely dirty and pollutes the upper atmosphere. It makes no sense at all to expand the Oakland airport and shows a disregard for future generations that is appalling.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakand Airport expansion for these ten reasons:

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- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	7
• Labor rights are at stake.	8
• Inequity: flying is an elite privilege with high costs for everyone else.	9
• We have alternatives. Invest in Rail.	10
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	11

Response to Commenter P-1165

1. The commenter's statement regarding burning fossil fuels driving the climate crisis is acknowledged. For a discussion on greenhouse gas emissions, see Global Response G: Greenhouse Gas and Climate Change.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the

Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1166

Charlene Woodcock

As a person long concerned with the major contribution to the climate crisis by the fossil fuel industry, and a 56-year resident of the SF Bay Area, I write to express my strong opposition to an expansion of the Oakland Airport.

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It was once an appropriate size for this area, comfortable to use, and its contribution to Bay Area pollution thus limited. But it has already expanded beyond that size and its flights spread toxic pollution from leaded jet fuel over the poorest areas of the East Bay.

2

To further expand and further contribute to the pollution of this beautiful place we love is unjustifiable. It is based on financial speculation rather than need and it will contribute to the reduction of quality of life in the Bay Area by adding to the pollution of air and water, by adding to the noise pollution both around the airport and overhead.

We all need to do LESS, not more, flying if our children are to be spared the most damaging aspects of the climate crisis. There is no way to expand the airport without increasing its contribution to the climate crisis.

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Response to Commenter P-1166

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
3. For a discussion on the climate crisis, see Global Response G: Greenhouse Gas and Climate Change.

Commenter P-1167

Amy Woodridge

I understand that we chose to live near an airport. However, there is increased data showing the hazardous particles that pollute our air. There are several schools in the

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immediate flight path in Alameda. Expanding the number of flights would be detrimental to the health of thousands of children.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 2
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3
- Aviation is hard to decarbonize and biofuels are not the answer. 4
- It's too much noise. More Flights= More noise. 5
- Sea level rise threatens shoreline development. 6
- Labor rights are at stake. 7
- Inequity: flying is an elite privilege with high costs for everyone else. 8
- We have alternatives. Invest in Rail. 9
- We have alternatives like remote business and conferencing. 10
- We need to shift towards climate-just transportation. 11

Response to Commenter P-1167

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion of environmental justice, see Global Response E: Environmental Justice and Community Engagement.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical

infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1168

Greg Woods

With the proposed 50% expansion, the increased occurrences of noise disturbance is one thing, the worse air quality is even more alarming. Take a look at the layers of black and grey particles on tree leaves. Breathing in 50% more jet fuel chemicals will be a SERIOUS health hazard. The Port of Oakland's Draft Environmental Impact Report fails to include any actual noise and air monitoring on Bay Farm Island. Please be responsible and conduct proper technical monitoring before proceeding with any expansion planning.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

3

4

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3. Aviation is hard to decarbonize and biofuels are not the answer.	6
4. It's too much noise. More Flights= More noise.	7
5. Sea level rise threatens shoreline development.	8
6. Labor rights are at stake.	9
7. Inequity: flying is an elite privilege with high costs for everyone else.	10
8. We have alternatives. Invest in Rail.	11
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	12

Response to Commenter P-1168

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
2. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1169
Russell Worth

Do NOT expand the airport during a climate crisis. I will not make any flights to the Oakland Airport.

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Response to Commenter P-1169

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-1170
Susan Wright

I strongly oppose the expansion of OAK. Contrary to the draft EIR, the expansion will lead to greatly higher demand and use of the Oakland airport (Induced Demand!) mostly for short-haul flights. It is disingenuous to claim that growth would occur anyway without the Project. Most of this traffic would be better served by high speed rail, eliminating almost all of the additional air and noise pollution of even more frequent flights across Oakland and Alameda. The California High Speed Rail and Brightline West networks can greatly improve the options for most travelers, and merit increased consideration and support by local politicians who are clamoring for the expansion of OAK.

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In the interests of climate justice, do not allow even more particulate matter and excessive, stressful noise to pollute the low-income neighborhoods surrounding the airport as well as

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other nearby communities. Please take these comments into consideration when reviewing the draft EIR. Thank you.

Response to Commenter P-1170

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
4. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on impacts to low-income neighborhoods, see Global Response E: Environmental Justice and Community Engagement.

Commenter P-1171

Susan Wright

This is the wrong direction for Oakland. We need more efficient use of the transit we already have, more alternatives to air travel, particularly for short flights, and much more innovation to reduce carbon emissions. The negative local effects of a busier airport greatly out way any gains in convenience or economic matters, and are a much heavier burden on communities that are least likely to gain any advantage at all ..

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

3

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

4

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6

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• Sea level rise threatens shoreline development.	8
• Labor rights are at stake.	9
• Inequity: flying is an elite privilege with high costs for everyone else.	10
• We have alternatives. Invest in Rail.	11
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	12

Response to Commenter P-1171

1. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
2. The commenter's statement regarding perceived impacts of the Proposed Project is acknowledged. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1172**Susan Wright**

I strongly oppose the expansion. I have no problem with the sort of a beautification effort but adding more terminals would indeed lead to greater and higher demand and use of the Oakland airport in allowing principles of induced demand mostly for short haul flights which is what this airport is mostly used for.. So I think it's disingenuous to claim that growth would occur anyway without the project.· The increased capacity would encourage more passengers and airlines would greatly increase the number of flights daily causing ever more harm to surrounding communities that already suffer massive environmental injustice not just from the airport but from freeways and other aspects of our local landscape.. The increased noise pollution and small particle emissions will harm the health and well-being of families that are already coping with excessive traffic and Port-induced pollution to see an audience of a major consideration and other scenarios for meeting demand for travel especially for shorter haul distances including high-speed rail.

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

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Response to Commenter P-1172

1. The commenter's opposition to the Proposed Project is acknowledged.
2. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and

aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

Section 4.3 of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

3. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-1173

Yuan Xu

Your expansion is destroying the quiet neighborhood!	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1173

1. **Section 3.11** of the EIR provides an analysis of noise impacts. No significant noise impacts would occur as a result of the implementation of the Proposed Project.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1174**We Ya**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	3
3. Aviation is hard to decarbonize and biofuels are not the answer.	4
4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1174

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and

conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1175

Chingyao Yang

Oakland Airport is planning an expansion to add 17 new gates putting the community and climate at risk. We urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons: 1. We are in a dire climate emergency and flying fries the planet. More Flights = More Global Warming 2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 3. Aviation is hard to decarbonize and biofuels are not the answer. 4. It's too much noise. More Flights = More noise. 5. Sea level rise threatens shoreline development

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 4
3. Aviation is hard to decarbonize and biofuels are not the answer. 5
4. It's too much noise. More Flights= More noise. 6
5. Sea level rise threatens shoreline development. 7
6. Labor rights are at stake. 8
7. Inequity: flying is an elite privilege with high costs for everyone else. 9
8. We have alternatives. Invest in Rail. 10
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation. 11

Response to Commenter P-1175

1. The commenter's opposition to the Proposed Project.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1176**Destiny Yano**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.

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• Sea level rise threatens shoreline development.	6
• Labor rights are at stake.	7
• Inequity: flying is an elite privilege with high costs for everyone else.	8
• We have alternatives. Invest in Rail.	9
• We have alternatives like remote business and conferencing.	
• We need to shift towards climate-just transportation.	10

Response to Commenter P-1176

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1177

Darlene Yaplee

OAK flights create noise of neighboring cities as well as Oakland.	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1177

1. The commenter's statement regarding flights from OAK creating noise for neighboring cities is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1178
Sue Yascolt

I really enjoy using OAK when possible. I wish we could win back American and United. Is updating the terminals the key? I was SO pleased to be able to take Delta to my family reunion in Michigan even though I had to change planes both coming and going. OAK is so much more convenient than SFO.

1

Also, please make sure the handicapped facilities are available. The BART connector to the airport isn't great. (Too far to walk to terminal)

2

Response to Commenter P-1178

1. The commenter's statement in regards to enjoying using OAK is acknowledged.
2. The commenter's statement regarding making sure handicapped facilities available is acknowledged.

Commenter P-1179
Anny Yee

I do not support the expansion of the Oakland Airport due to the significant impact of noise level on neighborhoods next to the airport. It doesn't matter what the tests say are tolerable levels. At current levels, the noise of airplanes taking off is loud to disrupt neighborhoods ability to have conversations or watch TV while the windows are open. I didn't buy a home on Ratto Road because it was crazy how bad the noise level when the

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planes took off next to the Bay. With an expansion of the airport, more planes will take off making the noise level intolerable. Especially if runway 10 will be utilized - which flies right OVER the homes. Even with double paned windows, the windows rattle when the planes take off from the noise. The house shakes. We deal with this everytime the Blue Angles and other private jets fly off runway 10. Not everyone can afford double-paned windows to block the noise. However, what is most disruptive is during the summer when windows and sliding doors need to be opened to allow the bay breeze to ventilate and cool the homes. Almost all the homes on Bay Farm do not have air conditioning because of the natural air condition from the Bay. We want to be able to open the windows and sliding screen doors to get fresh cool breezes during summer. The cargo planes are especially bad noise-wise as they take off during early morning hours of 2am when we have our windows open. The level of expansion is too much for the neighborhoods nearby and will affect the quality of life adversely.

I recommend just renovating/modernizing the existing terminal and if needed, adding a parking structure in place of the flat lot. Oakland Airport is a wonderful accessible, airport that is easy to get in and out of ; people fly out in and out of it for the convenience. By building it into a larger airport Oakland will lose that charm.

3

Response to Commenter P-1179

1. The commenter's statement opposition to the Proposed Project is acknowledged.
2. The commenter's statement regarding aircraft noise disrupting conversations and televisions when the windows are open is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
3. The commenter's statement recommending just renovating is acknowledged.

Commenter P-1180

Erika Yip

DON'T MAKE OUR LIVES MORE MISERABLE

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Response to Commenter P-1180

1. The commenter's opposition to the Proposed Project is acknowledged.

Commenter P-1181

Jaein Yoon

We are noticing frequent and loud airplane noises throughout the day n late nights. We are concerned about the expansion will bring more noises in return. Pls address your full plan to our community especially the bay farm island community.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1181

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented. For a discussion of flight paths, see Global Response B: Flight Paths and Procedures.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.

7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1182**Jan Young**

I have lived near the airport for over 20 years. In recent years the Port has become such a poor neighbor by failing to limit heavy cargo take offs in the middle of the night. Fed Ex and UPS have old fleets and the jets are so LOUD. Why can't old jets like their MD 11s be taken out of service or based where a community will not be awakened every night. The noise and jet fuel dust has gotten so much worse. Our fear is more cargo and passenger flights will not only ruin our bayside habitat but also ruin the quality of life on our island city.

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.

9. We have alternatives like remote business and conferencing.
--

10. We need to shift towards climate-just transportation.

12

Response to Commenter P-1182

1. Due to the Airport Noise and Capacity Act (ANCA), the Port cannot adopt new noise rules to reduce aircraft noise or restrict aircraft access at OAK. Only the FAA can enact operational restrictions on aircraft to reduce aircraft noise. See Global Response D: Noise.
2. The commenter's statement regarding their fear that more cargo and passenger flights will ruin their quality of life is acknowledged.
3. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
5. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
6. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
7. For a discussion of aircraft noise, see Global Response D: Noise.
8. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
9. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
10. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
11. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

12. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1183

Kristi Young

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

Response to Commenter P-1183

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.

6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1184**Regan Young**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

1

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

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3. Aviation is hard to decarbonize and biofuels are not the answer.

4

4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

6

6. Labor rights are at stake.

7

7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

9

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

10

Response to Commenter P-1184

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1185
Paul Youngblood

As a resident of Alameda, the noise and air pollution of the proposed expansion is just too much. The environmental impact is not considering the sanity of the people who live here, and want to continue to live here.

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Response to Commenter P-1185

1. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

Commenter P-1186**Jennifer Yu**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1186

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1187**Ping Yu**

To the Port of Oakland and the City of Alameda,

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

1

Key Concerns:

- Increased Noise and Air Pollution: Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.

2

- Health and Environmental Risks: Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

3

Immediate Requests:

- Comprehensive Local Studies: Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR.

4

- Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns. 5
- Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens. 6
- Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks. 7

Your earnest attention to these pressing issues is anticipated and much appreciated.

Response to Commenter P-1887

1. The commenter's statement regarding informing the Port about their concerns relating to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. See also Global Response A: Aviation Forecast.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1188**Vivien Yu**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1188

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.

7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1189**Jonas Yue**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

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2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.
4. It's too much noise. More Flights= More noise.
5. Sea level rise threatens shoreline development.
6. Labor rights are at stake.
7. Inequity: flying is an elite privilege with high costs for everyone else.
8. We have alternatives. Invest in Rail.
9. We have alternatives like remote business and conferencing.
10. We need to shift towards climate-just transportation.

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Response to Commenter P-1189

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1190**Christopher Yuen**

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
3. Aviation is hard to decarbonize and biofuels are not the answer.

4. It's too much noise. More Flights= More noise.	5
5. Sea level rise threatens shoreline development.	6
6. Labor rights are at stake.	7
7. Inequity: flying is an elite privilege with high costs for everyone else.	8
8. We have alternatives. Invest in Rail.	9
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	10

Response to Commenter P-1190

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of

aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1191

Kwok Woon Yuen

It already create loud noise affecting our daily life. Sometimes the jet planes took off as early as 5:30am over residential area.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1191

1. The commenter's statement regarding loud jet planes affecting their daily lives is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a

discussion of the Port’s GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter’s concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter’s statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1192

Scott Yundt

I exclusively use Oakland Airport to fly and have no problems getting where I have needed to go via connecting flights. There is no compelling reason to expand and add more flights to Oakland Airport.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1192

1. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements. Also see Global Response A: Aviation Forecast.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1193

Francisco Zamora

We are already suffering with the current size. We will suffer more with the additional noise and congestion. Please consider that we are seniors and have no option for us to relocate. We want to live a quite neighborhood.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

9

8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1193

- The commenter's statement regarding being seniors and wanting to live in a quiet neighborhood is acknowledged. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
- The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1194**Nina Zamora**

Planes are already flying over my neighborhood at all times of the day and night disregarding the OAK fly quiet hours. The constant noise and air pollution is hazardous to the mental and physical health of our neighborhood.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7
6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1194

39. The commenter's statement regarding planes flying at all times of the day and night is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
40. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
41. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
42. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
43. For a discussion of aircraft noise, see Global Response D: Noise.
44. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
45. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
46. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
47. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives,

and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

1. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1195

Leana Zang-Rosetti

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming 1
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution 2
- Aviation is hard to decarbonize and biofuels are not the answer. 3
- It's too much noise. More Flights= More noise. 4
- Sea level rise threatens shoreline development. 5
- Labor rights are at stake. 6
- Inequity: flying is an elite privilege with high costs for everyone else. 7
- We have alternatives. Invest in Rail. 8
- We have alternatives like remote business and conferencing. 9
- We need to shift towards climate-just transportation. 10

Response to Commenter P-1195

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G:

Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1196

James Zhang

I am writing to express my deep concern and strong opposition to the proposed expansion of the Oakland Airport, specifically the increase in flights and the potential frequent use of the North runway. As a concerned resident of the Bay Farm neighborhood, I am alarmed by the potential extreme damages this expansion could cause to our community and the environment.

The expansion proposal, as outlined in the Draft Environmental Impact Report, raises significant issues that cannot be overlooked. While I understand the importance of economic development, it should not come at the cost of our health, environment, and quality of life. Here are a few reasons why I believe the proposed mitigating measures fall short:

Environmental Impact: The expansion's potential to exacerbate air and noise pollution is of utmost concern. The increased flights and frequent use of the North runway would lead to higher emissions and noise levels, which could have severe impacts on both human health and local wildlife.

Health Hazards: The heightened noise levels and increased air traffic have the potential to negatively impact the physical and mental health of residents. Studies have shown a clear

link between prolonged exposure to aircraft noise and various health issues, including stress, sleep disturbance, and cardiovascular problems.

Inadequate Mitigation Measures: The proposed mitigating measures mentioned in the report do not seem to adequately address the scale of the anticipated issues. Generic solutions, such as noise insulation for a limited number of homes, do not effectively address the broader community's concerns about air quality, noise pollution, and safety.

5

Community Disruption: The expansion could disrupt the tranquility and peacefulness of our neighborhood. An increase in flights, especially during late hours, could disturb the residential area and hinder the quality of life for both individuals and families.

6

Lack of Transparency: The Environmental Impact Report appears to be heavily dense and technical, making it difficult for community members to fully comprehend its implications. I strongly urge you to extend the comment submission deadline to allow more time for residents to study the report, understand its ramifications, and formulate informed comments.

7

In light of these concerns, I urge you to reconsider the expansion proposal and to prioritize the well-being of the Bay Farm neighborhood and its residents. Economic progress should not come at the expense of our environment and health. I respectfully request that the Port of Oakland engage in a more comprehensive dialogue with the community to find solutions that balance economic interests with our collective well-being.

8

Furthermore, I kindly ask that you extend the comment submission deadline to allow for a more thorough review of the Draft Environmental Impact Report by concerned residents. This would help ensure that the community's input is adequately considered in the decision-making process.

9

Thank you for your attention to this critical matter. Please keep us informed of any developments related to this issue.

10

Response to Commenter P-1196

1. The commenter's concern and opposition to the Proposed Project is acknowledged.
2. Existing initiatives being implemented by the Port and mitigation measures for potentially significant impacts are provided throughout **Chapter 3** of the EIR.
3. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the

acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. **Chapter 6** of the EIR provides information regarding public outreach associated with the publication of the Draft EIR. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
9. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
10. The commenter's statement regarding thanks for the attention to their comment is acknowledged.

Commenter P-1197
Xun Zhang

I'm writing to inform you about my significant concerns regarding the proposed Oakland Airport expansion and ask you to consider and act on several fronts.

Key Concerns:

- Increased Noise and Air Pollution: Expanded flight operations, especially the North Field runway usage, would expose Bay Farm Island and Main Island residents and schools to escalated noise levels and jet fuel emissions. Existing South Field runway proximate neighborhoods already endure an average sound level exceeding the FAA-regulated 65dB.

- Health and Environmental Risks: Scientific studies, such as those conducted in residential areas of Boston, MA, underline serious health impacts from aircraft emissions, including premature death, decreased lung function, and childhood leukemia. Moreover, concerns linger regarding property value depreciation, wildlife impact, and boosted vehicular traffic.

3

Immediate Requests:

- Comprehensive Local Studies: Implement technical, localized, and independently verified studies, incorporating noise and air quality sensors at ¼ mile intervals from all OAK airport runways. The analysis should encompass all gases and pollutant concentrations, reflecting on the potential impact on residents. This data is conspicuously absent from the current DEIR.

4

- Exploration of Alternative Mitigations: Please explore and implement alternatives to mitigate noise and pollution impacts, such as mandating all commercial jets to use specific runways and altering flight patterns.

5

- Assertive Opposition from the City of Alameda: I would like to urge the City of Alameda to take a definitive stance against the expansion, reflecting the strong disapproval of its citizens.

6

- Extension of Deadline: Extend the October 16 deadline to ensure thorough due diligence and appropriately address all noise and air pollution concerns, safeguarding against immediate and future health risks.

7

Your earnest attention to these pressing issues is anticipated and much appreciated.

8

Response to Commenter P-1197

- The commenter's statement regarding their concern for the Proposed Project is acknowledged.
- Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
- As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential

and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

4. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
5. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
6. The commenter's statement regarding the City of Alameda is acknowledged.
7. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.
8. The commenter's statement regarding attention toward the issues they raised in the comment is acknowledged.

Commenter P-1198

Lian Zhang

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.

- We need to shift towards climate-just transportation.

10

Response to Commenter P-1198

1. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
2. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
4. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
5. For a discussion of aircraft noise, see Global Response D: Noise.
6. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
7. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
8. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
9. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
10. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1199**Yiming Zhang**

The airport noise level has significantly increased to affect daily life and health throughout the day, including number Fedex midnight departure. Further expansion becomes a health and safety hazard.

1

Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

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4. It's too much noise. More Flights= More noise.

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5. Sea level rise threatens shoreline development.

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6. Labor rights are at stake.

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7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

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9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

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Response to Commenter P-1199

1. The commenter's statement regarding airport noise affecting their daily life is acknowledged. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

Regarding safety, airport operations at OAK meet all required safety standards of the Federal Aviation Administration.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.

4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1200**Jasmine Zhao**

I hope this letter finds you well. I am writing to express my deep concerns and seek clarification about the proposed expansion plans for the Oakland Airport, specifically focusing on the addition of another terminal and the anticipated increase in flight operations over the residential area. As a concerned resident of this community, I believe it is crucial to address potential issues and gaps in the expansion plan, particularly in regards to the environment, public health, and quality of life for our residents.

Recent experiences have underscored the pressing nature of this matter. My family and I recently welcomed a newborn baby into our lives, a momentous occasion that should ideally be accompanied by a peaceful and nurturing environment. Unfortunately, the prevailing noise from airplanes flying over our residential area has disrupted the tranquility that our baby deserves, leading to distress and sleep disruption for both our child and our family.

This situation highlights the critical need for a comprehensive examination of the potential noise impact and its implications for our community's well-being.

While I understand that the Port of Oakland has put forth mitigation measures to address concerns, there are several points that warrant further consideration and clarification:

2

Single-Event Noise Metrics: It has come to my attention that there is a lack of comprehensive data on single-event noise metrics, which are essential for accurately assessing the noise exposure and potential hazards for our community. Without precise measurements, it becomes difficult to accurately gauge the extent of the problem, making it challenging to adequately address residents' concerns and plan effective mitigation strategies.

Toxic Air Contaminants: The expansion plans and increased flight activity are likely to result in an increase in toxic air contaminants, posing potential health risks for residents. The long-term implications of exposure to these contaminants, especially on vulnerable populations such as children and the elderly, are a significant concern. It is imperative to have a detailed plan in place to monitor and mitigate the impact of these contaminants to ensure the safety and well-being of our community.

3

Effectiveness of Mitigation Measures: The mitigation measures proposed by the Port to address noise and environmental concerns need to be rigorously evaluated to determine their effectiveness. It is essential to ensure that these measures are not only adequate but also practical in significantly reducing the adverse impact on our community's quality of life.

4

In light of these issues, I respectfully request that the Port of Oakland's Environmental Programs and Planning Division comprehensively address these concerns and provide clear explanations regarding the steps that will be taken to address the potential challenges posed by the expansion. Our community's environment, health, and well-being hang in the balance, and it is essential that these matters are treated with the utmost seriousness.

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I appreciate your attention to these concerns and look forward to a transparent and productive dialogue. Thank you for your time and consideration. I eagerly await your response and the opportunity to discuss these matters further.

Response to Commenter P-1200

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

The commenter's statement regarding their experience with aircraft noise while

raising their newborn baby is acknowledged. For a discussion on aircraft noise, see Global Response D: Noise.

2. The commenter's statement to rigorously test the noise mitigation measures is acknowledged.
3. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.

The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.

4. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
5. The commenter's statement requesting responses is acknowledged. Responses to comments are provided in **Appendix P**.

Commenter P-1201

Laura Zhou

Too much noise. Very difficult to sleep	1
Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:	2
1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming	3
2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution	4
3. Aviation is hard to decarbonize and biofuels are not the answer.	5
4. It's too much noise. More Flights= More noise.	6
5. Sea level rise threatens shoreline development.	7

6. Labor rights are at stake.	8
7. Inequity: flying is an elite privilege with high costs for everyone else.	9
8. We have alternatives. Invest in Rail.	10
9. We have alternatives like remote business and conferencing.	
10. We need to shift towards climate-just transportation.	11

Response to Commenter P-1201

1. The commenter's statement regarding there being too much noise, making it difficult to sleep, is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.

11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1202

Li Ping Zhou

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and schools in its vicinity.

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With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic.

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Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents.

4

I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion.

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I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

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Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-1202

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: "an economic or social change by itself shall not be considered a significant effect on the environment" (14 CCR §§ 15131 & 15382); "effects analyzed under CEQA must be related to a physical change" (14 CCR § 15358(b)); and "social and economic impacts alone do not constitute a significant effect on the environment" (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.

7. The commenter's statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1203**Margaret Zhou**

As an Oakland resident who lives 10 minutes away from the Oakland International Airport, I already experience noise pollution from airplanes landing and taking off throughout the night and day. It does make a significant impact on my and my neighbors' mental health. It also causes air pollution that affects our health. I appreciate having the airport nearby and have used it a lot myself. But I think the amount of flights we have to choose from now is enough, and any more than this would be a significant burden on the quality of life for everyone in the surrounding area. If we need more selection in terms of flights we can go to the San Francisco or San Jose airports.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

- We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming
- Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution
- Aviation is hard to decarbonize and biofuels are not the answer.
- It's too much noise. More Flights= More noise.
- Sea level rise threatens shoreline development.
- Labor rights are at stake.
- Inequity: flying is an elite privilege with high costs for everyone else.
- We have alternatives. Invest in Rail.
- We have alternatives like remote business and conferencing.
- We need to shift towards climate-just transportation.

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Response to Commenter P-1203

1. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. OAK is subject to the regulatory authority of the FAA and TSA; however, the airlines retain authority regarding ticket prices, destinations, markets served, flight frequency, and aircraft types. See also Global Response A: Aviation Forecast. Because the increase in passenger enplanements at OAK is based on forecast market demand and is

forecast to occur whether the Proposed Project is implemented or not, any increase in air pollutant emissions or any increase in aircraft noise would occur whether or not the Proposed Project is implemented.

2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.
5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.

Commenter P-1204
Yun Jun Zhuo

I share many concerns with my Bay Farm Island neighbors, who strongly oppose the proposed expansion of Oakland Airport. This project will greatly impact residents and

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schools in its vicinity. With an increase of departing flights and increased usage of the North Field runway that directs aircrafts over all of Bay Farm Island and Main Island, this would mean louder, more frequent noise disturbances and jet fuel released directly over Alameda residents and schools. Neighborhoods closest to the South Field runway already experience an average sound level greater than the FAA regulated 65dB from aircrafts departing from Oakland Airport. Noise and air pollution are of utmost concern, but there are many indirect impacts like decreased property values, environmental/wildlife concerns, and increased vehicle traffic. Regarding the negative and serious health impacts of aircraft emissions in residential areas, various studies indicate that impacts of aviation emissions remain under examination (Hudda, Durant, Fruin, Durant, 2020). In a study that measured gases, particles, and ultra particles in a residential area in Boston, MA, concentration of all gases and pollutants at the residential area greatly exceeded those measured at regulatory monitored sites. Another systematic review of the impact of commercial aircraft activity identified dangerous and adverse health impacts, including increased rates of premature death, preterm births, decreased lung function, oxidative DNA damage and childhood leukemia. These results show the pressing need to understand the direct impact of air pollutants from the Oakland Airport on Alameda residents. I am asking that the Port of Oakland and the City of Alameda conduct technical, localized studies that are independently verified that include noise and air quality sensors on Bay Farm Island at ¼ mile increments from each of the existing OAK airport runways. For air quality impacts, concentrations of all gases and pollutants need to be measured and examined. This is entirely missing in the current DEIR and would allow for more accurate estimated noise and air pollution impacts on the residents most impacted by this expansion. I request that the Port of Oakland explores ALL other potential options to mitigate noise and air pollution impacts (require all commercial jets to use the North Field runway, change existing flight patterns, etc.). I also request the City of Alameda take a stronger stance in opposition to the expansion. The current response is disappointingly neutral and lacks the strong dissent of their citizens.

Please extend the October 16 deadline until proper due diligence has been done and these air and noise pollution concerns have been addressed to mitigate immediate and long-term health risks.

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Response to Commenter P-1204

1. The commenter's opposition to the Proposed Project is acknowledged.
2. **Chapter 2** of the EIR presents a description of the Proposed Project. No change in runway use is included in the Proposed Project. The aviation activity projected in the forecast would occur in response to market demand. The Proposed Project is intended to better accommodate the increase in aircraft operations and enplanements at industry standard levels of service. Therefore, the increase in passenger enplanements at OAK is based on forecast market demand and is forecast to occur whether the Proposed Project is implemented or not. See also Global Response A: Aviation Forecast.
3. **Sections 3.4 and 3.13** of the EIR provide an analysis of the biological resource impacts and the traffic impacts, respectively, that would occur as a result of the implementation of the Proposed Project.

Under CEQA, potential effects from implementing a project, such as reductions in property values, that are solely economic in nature would not constitute an impact to the environment, and therefore are not subject to CEQA review. Stated another way, CEQA requires an analysis of physical impacts to the environment; it does not require analysis of social and economic impacts. Specifically, CEQA guidelines state the following: “an economic or social change by itself shall not be considered a significant effect on the environment” (14 CCR §§ 15131 & 15382); “effects analyzed under CEQA must be related to a physical change” (14 CCR § 15358(b)); and “social and economic impacts alone do not constitute a significant effect on the environment” (14 CCR §§ 15064(e), 15131 & 15382).

4. As part of the air quality analysis included in **Section 3.3** of the EIR, a human health risk assessment was completed (see **Appendix E**). The analysis shows that the acute non-cancer human health hazards would be less than significant at residential and off-airport worker locations but would be considered significant at on-Airport worker locations during incremental operations of the Proposed Project. While the air quality impacts are significant and unavoidable, the Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts.
5. The air quality analysis was conducted consistent with FAA and BAAQMD methodologies for assessing the existing conditions and using nearby BAAQMD ambient monitoring data for assessing existing pollutant concentrations in the area. The BAAQMD monitors chosen are the closest most representative of the general study area. The noise analysis noise analysis is also consistent with FAA methodologies. See also Global Response D: Noise.
6. **Sections 3.3 and 3.11** of the EIR discuss air quality and noise impacts, respectively. No significant air quality or noise impacts would occur as a result of the implementation of the Proposed Project. For a discussion on flight paths, see Global Response B: Flight Paths and Procedures.
7. The commenter’s statement regarding the City of Alameda is acknowledged.
8. The comment period of the Draft EIR was extended to October 16, 2023, resulting in a 90-day comment period, which is twice as long as the 45 days required by Section 21091 of CEQA.

Commenter P-1205
Sadaya Zimmerle

I noticed that although there is a recording of the August 15 meetings, there is no recording available on your website for the Aug. 30 meetings.

Would it be possible for you to post those on the website soon?

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Response to Commenter P-1205

1. The recordings of the public meetings are available on the project website: <https://www.oaklandairport.com/terminaldevelopment/>.

Commenter P-1206**Dragana Zivanovic**

We already have too much noise and air pollution from cars, leaf blowers, planes and our youngest generation deserves clean air to breath, clean playgrounds and life without face masks.

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Oakland Airport is planning an expansion to add 16 new gates putting the community and climate at risk. I urge the Port of Oakland to stop the planned Oakland Airport expansion for these ten reasons:

2

1. We are in a dire climate emergency and flying fries the planet. More Flights= More Global Warming

3

2. Environmental Justice: refinery to runway, aviation exposes frontline communities to air pollution and health risk. More Flights= More Pollution

4

3. Aviation is hard to decarbonize and biofuels are not the answer.

5

4. It's too much noise. More Flights= More noise.

6

5. Sea level rise threatens shoreline development.

7

6. Labor rights are at stake.

8

7. Inequity: flying is an elite privilege with high costs for everyone else.

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8. We have alternatives. Invest in Rail.

10

9. We have alternatives like remote business and conferencing.

10. We need to shift towards climate-just transportation.

11

Response to Commenter P-1206

1. The commenter's statement regarding there being too much noise and air pollution from cars, leaf blower, and planes is acknowledged.
2. The commenter's statement urging the Port to stop the Proposed Project is acknowledged. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
3. For a discussion of climate change, see Global Response G: Greenhouse Gas and Climate Change.
4. Air quality impacts of the Proposed Project were analyzed in **Section 3.3** of the EIR. In addition, a human health risk assessment is included in **Appendix E** of the EIR. The Port would provide electrical infrastructure throughout the terminals and cargo areas for use by commercial and cargo airlines and would install this electrical infrastructure in the new terminal and relocated cargo area to reduce impacts. For a discussion of the Port's GHG-related efforts and initiatives, see Global Response G: Greenhouse Gas and Climate Change. Also see Global Response E: Environmental Justice and Community Engagement and Global Response F: Human Health Risk Assessment.

5. For a discussion of alternative fuels, see Global Response H: Alternative Fuels.
6. For a discussion of aircraft noise, see Global Response D: Noise.
7. For a discussion of sea level rise, see Global Response G: Greenhouse Gas and Climate Change.
8. Under CEQA, discussion of labor rights is not required and is outside the scope of the EIR. However, the Port will comply with all labor regulations and address labor concerns should the Proposed Project move forward.
9. The commenter's concern regarding perceived inequities associated with air travel is acknowledged.
10. **Section 4.3** of the EIR identified and evaluated alternatives that included terminal development area alternatives, reduced impact alternatives, off-Airport alternatives, and the No Project Alternative. Some of the alternatives suggested by commenters, such as high-speed rail, investment in electricity-based modes of transportation, and conferencing, include actions that are not under the control of the Port because the Port cannot require air travelers to shift to other modes of transportation instead of aircraft or dictate how individuals conduct business. For a discussion of alternatives to the Proposed Project, see Global Response I: Alternatives.
11. The commenter's statement regarding a shift to other modes of transportation is acknowledged.