

Stop OAK Expansion Coalition

Letter to Port of Oakland Environmental Programs & Planning Division

June 7th, 2021

Re: Comments on the scope and content of the Draft EIR For Oakland Airport Terminal Development

Despite the climate emergency, the Oakland Airport is planning an expansion to add 17 new gates to accommodate what they anticipate is a widening demand for air travel in the Bay Area. Aviation is the most climate-harming way to travel due to high altitude effects. The total climate impact of flight is on average 3 times the effect of the emitted CO2 alone¹. Aviation accounted for 9% of California statewide and 11% of SF Bay Area² greenhouse gas (GHG) emissions in 2019, and are on track to increase.

We urge the Airport to ensure that the Draft EIR includes careful estimations of:

- the Airport's contribution to climate impacts, not only CO2 emissions from airport construction and operations but also emissions of all flights, not only CO2 but also other greenhouse gases.
- all costs to individuals and governments of health consequences of all kinds, both physical and mental, from increased air pollution and sound pollution for communities in the vicinity of the airport.
- all costs to governments and individuals of wildfires increased by the additional emissions contributing to the climate crisis.
- opportunity costs comparing emissions of high speed rail³, passenger rail, and bus travel to expected airline destinations.
- increasing costs of building and maintaining pumps and dikes to keep runways, already below sea level, dry and safe with progressively rising sea level.

California has a climate goal of carbon neutrality by 2045⁴. Public money should not be invested in fossil fuel intensive transport infrastructure nor should it be spent on infrastructure vulnerable to sea level rise. Public money should not be invested in air polluting activities that harm front line communities. We say no to airport expansion!

Signed by the following 10 organizations and 83 Individuals (see next pages) with additional individual comments at end of letter.

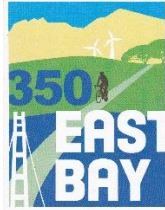
¹ "The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018"
<https://www.sciencedirect.com/science/article/pii/S1352231020305689?via%3Dihub>

² See Page 2 & 6 "Reducing aircraft CO2 emissions: The role of U.S. federal, state, and local policies"
Briefing by The International Council On Clean Transportation, February 2021,
<https://theicct.org/sites/default/files/publications/Aviation-CO2-US-feb2021.pdf>

³ <https://buildhsr.com/>

⁴ <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

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1. Sierra Club SF Bay <https://www.sierraclub.org/san-francisco-bay>
2. 350 East Bay <https://350bayarea.org/350-east-bay>
3. Sunflower Alliance <https://www.sunflower-alliance.org/>
4. No Coal in Oakland <https://nocoalinoakland.info/>
5. Railroad Workers United <https://www.railroadworkersunited.org/>
6. 1,000 Grandmothers For Future Generations <http://www.1000grandmothers.com/>
7. System Change not Climate Change
8. Flight Free USA <https://flightfree.org/>
9. Biofuelwatch <https://www.biofuelwatch.org.uk/>
10. Green Sky Thinking https://www.youtube.com/channel/UCE8tv_Kk-bLBqLjwcOBkCfw

Signed by the following Individuals:

1. Lora Jo Foo, NCIO Committee member, Oakland
2. Martin MacKerel, San Francisco, CA
3. Betsy Thagard, Berkeley, CA
4. Mary Prophet, Berkeley, CA
5. Sarah Granett, Los Angeles, CA
6. Ann Harvey, Oakland, CA
7. Susan Wright, Oakland, CA
8. Susanna Marshland, Kensington, CA
9. Steve Ongerth, Richmond, CA
10. Ron Kaminkow, General Secretary, Railroad Workers United
11. John Holme, Oakland, CA
12. Mary Ann Furda, Berkeley, CA
13. Paul Peczon, Oakland, CA
14. Diana Bohn, Berkeley, CA

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15. Richard Freeman, Kensington, CA
16. Dr. Jessica Fielden, MD- Oakland, CA
17. Christopher Lish, San Rafael, CA
18. Leana Zang-Rosetti, Oakland, CA
19. Stella Hattendorf, Oakland, CA
20. Janice Cecil, Berkeley, CA
21. Susan Aberg, Berkeley, CA
22. Gary Hughes, California Policy Monitor, BiofuelWatch
23. Ian McCluskey, Arlington, WA
24. Joy Johnson, Huntsville, AL
25. Laureen France, Seattle, WA
26. Kathy Dervin, Berkeley, CA
27. Nicole Ulakovic, Berkeley, CA
28. Finlay Asher, Aerospace Engineer, Green Sky Thinking
29. Ann Blake, Environmental & Public Health Consulting, Alameda, CA
30. Stanley Shaw, Emeryville, CA
31. Jennifer Neff, Fremont, CA
32. Gim Crew, Moraga, CA
33. Maxine Daniel, Oakland, CA
34. Michael Bostick, Advocate for quiet skies, Oakland
35. Django Sheridan, Berkeley, CA
36. Jim Stewart, PhD Physicist, Long Beach
37. Mary Lorain, Oakland, CA
38. Barton Lounsbury, Attorney, Oakland
39. Willis Carraway, San Diego, CA
40. Ariella Granett, Berkeley, CA
41. Lin Griffith, Oakland, CA
42. Bhima Sheridan, Berkeley, CA
43. Richard Rollins, Berkeley, CA
44. David Gassman, Oakland, CA
45. Igor Tregub, Chair, Northern Alameda Co. Group, Sierra Club
46. Patricia Seffens, Oakland, CA
47. Dave Margulius, Berkeley, CA
48. Michael Eisenscher, Oakland, CA
49. Cate Leger, Berkeley, CA
50. Susan Schacher, Oakland, CA
51. Linda Ray, San Francisco, CA
52. Steve Woodward, Fairfax, CA
53. Michael Eichenholtz, Richmond, CA
54. Professor Paul W Rea, Hayward, CA
55. David Burtis, Calistoga, CA
56. Rochelle Towers, Oakland, CA
57. David Fairley, San Francisco, CA
58. Helena Birecki, San Francisco, CA
59. Stella Hattendorf, Oakland, CA
60. Lara Clayman, Oakland, CA
61. Ann Sheridan, Martinez, CA
62. H. Orr, Oakland, CA
63. Jennifer Holden, Granada Hills, CA
64. Laura Gibbons, Seattle, WA
65. Brian Skinner, San Mateo, CA
66. Anirvan Chatterjee, Berkeley, CA
67. Jan Warren, Walnut Creek, CA
68. Jeffrey Mann, Lafayette, CA
69. Richard Otter, Oakland, CA
70. Claire Fruechting, Oakland, CA
71. Tony Sirna, Berkeley, CA
72. Ted Obbard, Berkeley, CA
73. Kevin Mulvey, Oakland, CA
74. Sara Gaucher, Oakland, CA

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75. Sandra Liu, Berkeley, CA
76. Michael Kaufman, NCIO Committee member, Oakland
77. Zette Thierry, Berkeley, CA
78. Isabelle Stierli, Orinda, CA
79. Kristine Carraway, San Diego, CA
80. Charlene Woodcock, Berkeley, CA
81. Jenny Holmberg, Sherman Oaks, CA
82. Rochelle Towers, 1,000 Grandmother's Committee Member, Berkeley, CA
83. Janet Saevitz, Oakland, CA

Additional Comments:

"The CEQA analysis must use the CARB well-to-wheels GREET model for the fuel and lubrication oils (although in this case it is well-to-jet engine analysis)." *Jim Stewart, PhD Physicist, Long Beach CA*

"This expansion is unwarranted and does nothing to help curb the climate crisis the world is in." *Maxine Daniel, Oakland CA*

"Less atmospheric carbon, less air travel, less airports!" *Joy Johnson, Huntsville, AL*

"I'm an aircraft engine designer with first-hand experience working on future aircraft concepts with Airbus and Boeing. I'm aware that new technologies and new fuels often used as cover for airport/airline expansion will not be ready soon enough at scale to reduce aviation emissions, particularly if air traffic continues to grow. The only way we can effectively reduce aviation emissions in the necessary timescales is to limit air traffic and pause expansion." *Finlay Asher, Aerospace Engineer, Green Sky Thinking*

"I am opposed to seeing tax dollars either spent or tax revenues waived for private company expenditure on low efficiency hydrocarbon emitting operations for profit. I would prefer subsidies go towards significantly more efficient infrastructure like high speed rail or restructuring currently poorly executed public transportation systems with the resulting poor utilization." *Paul Peczon, Oakland CA*

"To avert a climate meltdown, we need to curtail, not expand, air travel, along with other significant GHG emitting activities." *Michael Eisenscher, Publisher, SolidarityINFOService, Oakland*

"Future generations need our involvement NOW." *Ann Sheridan, Martinez, CA*

"Do a REAL EIR, including all the issues mentioned above. This is a dangerous request at this time." *Janice Cecil, Berkeley, CA*

"Going to OAK now is fairly workable. I use SF airport ONLY if I have no other choice. We need to keep Oakland's airport at a manageable level." *Mary Prophet, Berkeley, CA*

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“American culture embraces growth: bigger is better here. That assumption needs to be re-examined in many parts of our lives that have contributed to the climate crisis now upon us. Ahead of us, thinking people have canceled plans for airport expansion in France, Sweden and the UK. We, too, should think more deeply about expanding this airport.” *Lin Griffith, Oakland, CA*

“Until the carbon costs of flying are radically reduced, all responsible people should eliminate or radically reduce their air travel. By the same token, all municipalities that include an airport should be require that airport to cut its carbon footprint in every way possible and especially work to replace short term flights with bus or train trips.” *Charlene Woodcock, Berkeley, CA*