

PERSONAL DEIR COMMENTS

I object to the proposed OAK Terminal Modernization and Development Project and have the following major concerns about the DEIR and the proposed project.

1. CLAIM OF INCREASING PASSENGER VOLUME – UNSUBSTANTIATED

- There is no solid basis on which to make the claim that expected passenger volume will double in the next 20 years and yet the proposed expansion is based on this unsubstantiated claim.
- With the increased negative effects of climate change on our planet, and the significant contribution Aviation makes to climate change impacts one could argue that passenger traffic will decline over the next 20 years as opposed to increase.
- Business and individuals have made significant changes in travel as a consequence of Covid and Post-COVID flying patterns and life styles continue to evolve. Many businesses that generate a significant number of the business travelers who utilize OAK, have adapted to the permanent reality of a workforce that interacts remotely to a rising degree. Experts expect that business travel will never return to its previous volume (<https://www.bloomberg.com/opinion/articles/2021-03-26/will-business-travel-return-to-normal-after-covid>). Bill Gates has stated that he estimates 50% of business travel will disappear in the post-pandemic world (<https://www.cnbc.com/video/2020/11/17/bill-gates-business-travel-coronavirus.html>).
- The population of the Bay Area is dropping, and business of all sizes are leaving due to numerous reasons, including increasing crime and cost of living. This population drop and loss of economic revenue will obviously negatively impact airplane travel and passenger levels.

2. CLAIM THAT OAK IS NOT RESPONSIBLE FOR ADDITIONAL FLIGHTS AS A RESULT OF THIS PROPOSAL - FALSE

- Adding 1 new terminal and 16 new gates invites and will bring more airplanes, and permanent toxic pollutants and more intolerable noise into the immediate OAK airport community and everyone who lives under NEXTGEN flight paths and the dispersed air traffic

control flight paths. Passenger volume can't increase if space isn't made for more planes. Without the expansion there is no room for more planes. Therefore, with this proposed expansion, OAK Airport WILL be responsible for increasing the number arrivals and departures to OAK. They will be providing increased spaces for the planes to park, arrive and depart. As was stated in the 1989 movie Field of Dreams: "If you build it they will come." Since the FAA continues to refuse to mitigate the intolerable noise and air pollution problems they created with these NEXTGEN flight paths, the addition of the impacts of more airplane flights cannot be mitigated.

3. SEVERE NEGATIVE IMPACTS TO CLIMATE CHANGE

- At this critical time juncture of increasing global temperature, severe weather impacts, famines, droughts, etc. we cannot afford to add any new sources that contribute to climate change. We should be limiting greenhouse gas emissions, not increasing them as the Port of Oakland is proposing to do. Airports need to cut back on flights and take responsibility for their role in increasing climate change problems and endangering our planet, not try to pass the responsibility and blame to other entities. Aviation contributes significantly to emissions that negatively impact global warming and it's time airports acknowledged their role and headed on a path to become part of the solution, not continue to be a creator of the problem. The environmental impacts analysis of this proposed expansion must adopt a 'cradle-to-grave', including all responsible parties and how they are connected to each other and how they impact local communities and global climate change issues.
- THE DEIR must take into account the significant aircraft emissions during flights, not just during takeoff, taxi and landings. This proposal does make OAK responsible for bringing more planes into the Bay Area and therefore they must take into account the increased emissions. Most global warming emissions related to aviation occur during flight time and that must be taken onto account by the entity that invites and provides space for the increase in flights.

4. MY PEACEUL, LOVELY HOME WAS DESTROYED BY INCREASED AIRPLANE NOISE DUE TO NEXTGEN. I CAN NOT TOLERATE ANY MORE AIRPLANE NOISE OVER MY HOME!

- When I moved into my Oakland Hills home 15 years ago I heard a total of about 10 planes a day, mostly flying high enough over my home so that the noise and disturbance was tolerable. Then In 2016 when Nextgen was implemented that number increased to up to 100 planes/day, 24 hours a day with dB levels up to 80dB. These planes were now flying as low as 3,000 ft above my home, sometimes only 2 minutes apart. I could no longer spend peaceful time outside in my garden or on my deck. My ears hurt and my migraines increased. Noise inside my house got so loud that sometimes I could not have phone conversations without interruption and had to wear ear plugs in order to sleep through the noise. This intolerable noise continues now and no matter how much we beg the FAA to mitigate the problems they created, they refuse to accept any proposed solutions and offer none of their own. If OAK adds 16 more gates I cannot imagine what that will do to my hearing, my blood pressure and my quality of life. I will probably have to leave my home. Please don't let that happen!