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**FOR IMMEDIATE RELEASE: Coalition to Port of Oakland: Table the Airport Name Change and Rethink Problematic Expansion Plans**

**Coalition to Port of Oakland: Table the Airport Name Change and Rethink Problematic Expansion Plans**

OAKLAND, CA - The Port of Oakland will vote April 11 on its problematic proposal to change the Oakland airport's name to "San Francisco Bay Area Oakland International Airport." This proposal is part of a larger and ill-conceived strategy to expand the airport by increasing the number of gates by 55%, adding a new terminal, and more. [Public comments](#) by citizens groups, public agencies, and the City of Alameda blasted the Port's Draft Environmental Impact Report, noting that it does not meet basic legal requirements or address health and environmental problems created by current and anticipated airport operations.

The Port is calling its plan "modernization," but it's really an old-fashioned expansion. The Port wants to increase passenger traffic, but [its own data](#) fails to support the need to do so. Expansion would result in more greenhouse gas emissions, more health problems in neighboring communities, and more noise under flight path areas in neighboring cities, including Oakland, San Leandro and Berkeley.

Nyah Tisdell, East Oakland Organizer, Communities for a Better Environment, said, "Changing the name of the airport will not stop toxic pollution or decrease the asthma rates, cases of heart disease and other seriously devastating health problems for people in East Oakland. Changing the name is only a distraction from the real issue that more flights means more pollution in vulnerable communities."

The Port needs to table the name change and rethink its approach to the future. Doubling down on fossil fuel is not modernization. Instead, the Port should go back to the drawing board and get input from the public, cities in the East Bay, and sustainable transportation experts about what a 21<sup>st</sup> century airport - or better yet - a "transportation hub" - could be. Oakland could be a model for how cities can reduce pollution, reach their climate goals, provide good paying jobs, and give travelers good options.

This step is needed because, as David Foecke, Stop OAK Expansion Coalition Steering Committee member, says, "California has a climate goal of carbon neutrality by 2045. Public money should not be invested in fossil fuel intensive transport infrastructure or air polluting activities that harm front line communities. There are reasonable alternatives for the Port to consider."

For example, [electric rail](#) is far more efficient, clean, sustainable and convenient for short hops than air travel. And it is proven technology. A rail link from the Port to the upcoming California High Speed Rail system would make sense. Other alternatives, including emerging technologies like electric aviation, which has made major strides in recent years, need to be explored as part of any "modernization" plan.

Both the Port's and East Bay communities' best interest would be served by stopping expansion efforts and instead modernizing transit. . In a speech last month, the Port's Executive Director cited airport modernization as important to the Port's zero emissions goals. Let's put our heads together and get it right.

### **About Us**

The [Stop OAK Expansion Coalition](#) is made up of dozens of [diverse organizations](#) working for a healthier and climate-safe future. Oakland Airport is planning an expansion to add up to 16 new gates putting the community and climate at risk. More flights = more global warming, more pollution, more noise.

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