McElhaney Advances Legislation Protecting Black Arts Movement and Businesses

City Council President Lynnette Gibson McElhaney, a member of the council’s Community and Economic Development Committee, will present next Tuesday to approve a resolution to designate the downtown 14th Street corridor as the Black Arts Movement and Business District (HARMBD).

“This legislation will make it clear that the City of Oakland values the historic and current contributions of Black artists, artists and business leaders,” said McElhaney, who began working with community members on this proposal in 2014.

This resolution calls for the city to preserve and support Black arts and culture in Oakland creates to realize movements and gatherings across the country.

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Coal Terminal Would Place Oakland on the Wrong Side of History

OPINION
by Margaret Gordon and Brian beverage

Local businessmen Phil Tagami and Omar Benjamin and Jerzy Bridges are on the wrong side of history as they pursue the construction of a coal export terminal at the Oakland Global Trade and Logistics Center. Oakland Global is the modern new cargo handling facility envisioned for the old Oakland Army Base, and few ever imagined it would support the fossil fuel industry.

Oakland owns the property and has a vested interest in what the city developed for, the city gave sweeping authority over business activities there to Master Developer Corp. in exchange for a fixed annual income. Now Tagami says he has the political capital for a project that would be willing to burn coal by Gov. Brown and Mayor Libby Schaff that’s much responsibility with near universal opposition.

But Prologis didn’t sign on to underwrite the entire project, only to build their own small parcel in what is called the Central Gateway. In fact, Tagami stands to make millions of dollars as overall landlord of Oakland Global for the next 64 years — if he can hold on to the deal he struck.

But despite having too much responsibility with too little resources, Tagami’s deal shares the City’s funding. Financial complications abound in the deal, with the match a state transportation grant of $242 million.

With a private investment of $20 million, Tagami claims any environmental impact the transport of coal through Oakland has high health risks and would expose themselves to corporate bias in hiring, contracting and the distribution of city services.

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Margaret Gordon, sible, including building facili- ties for a failing industry like coal. There is a national sea change in attitude on fossil-fueled development, as demonstrated by U.S. leadership at the recent Paris COP21 conference and ongoing public statements against coal by Gov. Brown and Mayor Libby Schaff.

One wonders why the developer would be willing to burn coal for a project with near universal opposition. The answer is as old as capitalism itself, money. Tagami’s development company, California Capital Investment Group (CCIG) has never had deep enough pockets for a project of the scale and complexity of Oakland Global.

The Port of Oakland has broken off negotiations with CGG on numerous occasions for Port projects because Tagami couldn’t produce adequate finan- cial statements.

To fill void that Tagami has brought in a series of larger developers, including Predolog, one of the largest logistics developers in the world. But Prologis didn’t sign on to underwrite the entire prototype, only to build their own small parcel in what is called the Central Gateway. In fact, Tagami stands to make millions of dollars as overall landlord of Oakland Global for the next 64 years — if he can hold on to the deal he struck.

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Pastors Support Coal Terminal for Jobs and Economic Development

Bishop Bob Jackson, backed by other local pastors, speaks at the Dec. 8 City Council meeting in favor of a maritime project.

A newly formed group of local pastors made a powerful appearance before the Oakland City Council Tuesday evening, Dec. 8, to speak out in favor of a maritime project that will bring long-awaited jobs and economic develop-

Faith Leaders Ask City Council to Say No to Coal

Community members and faith leaders are continuing to raise awareness about what they consider to be the danger of coal to the health of residents of West Oakland and other nearby communities.

Pastor Ken Chambers of West Side Mission Church, who is a cancer survi- vor himself, is hosting a series of community meetings at his church.

“The community of West Oakland has high health risks for asthma, cancer and other health challenges that continu- ed to plague our community,” said Pastor Chambers. “It is time to take a stand against the transport of coal for our community for the sake of our health and the health of our children.”

Chambers says he is in- spired by the leadership that Mayor Libby Schaff is taking to promote climate justice.

“I am proud she represented our city at the global climate agreement talks in Paris,” he said. “I urge the City Council not to part in this global effort by saying yes to coal coming through Oakland.”

The council is scheduled to consider to consider in Febru- ary whether to vote to plan ship coal by rail from Utah through the city’s transport terminal for markets in Asia.

Joining Pastor Chambers, Pastor C.L. Mathews of Concor- diant Baptist Church is taking

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OAKLAND POST
"Where there is no vision, the people perish..." Proverbs 29:18

PASTORS SUPPORT COAL TERMINAL FOR JOBS AND ECONOMIC DEVELOPMENT

Pastor Ken Chambers

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Pastors Support Oakland Coal Terminal for Jobs

The group of pastors, hav
ing met with Jerry Bridges,
the African-American CEO of
the Oakland Coal Terminal
project, expressed their full support for the proj-
ект. Bob Jackson, pastor of Acts Full
gospel Church, expressed
his support. The group of pastors
concluded their presentation by
providing members of the public
with an opportunity to join them
in their efforts to oppose the proj-
ект sent earlier to Mayor
Libby Schaff in support of this
decision. The Port of Oakland is
the largest port in the West.

From the Pullman Pos-
tioners to the Black Party, Oakland’s
Black communities have
played a significant role in
advancing equity and justice in
deeply racist American society.

It’s a history that we need to
acknowledge. The Pullman
Positioners in the late 1890s
were part of an abolitionist
campaign against the trans-
continental railroad. The
Black Party of 1894 was
created by African-American
activists and some white
advocates in the north to
pressure the railroad to
integrate its labor force.

The Three Strikes Rehabilitation
and Reform Act of 2016 continues
from page 1

We believe that we as a society
must re-examine and reform the
Three Strike Law because it has
allowed some political leaders
from both parties speak out
against these laws.

The Port of Oakland has
designed plans and proposals
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around the port area. They
include reducing emissions
from trucks, buses, and
trains, as well as improving
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Three Strikes Rehabilitation
and Reform Act of 2016
Continued from page 1

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