

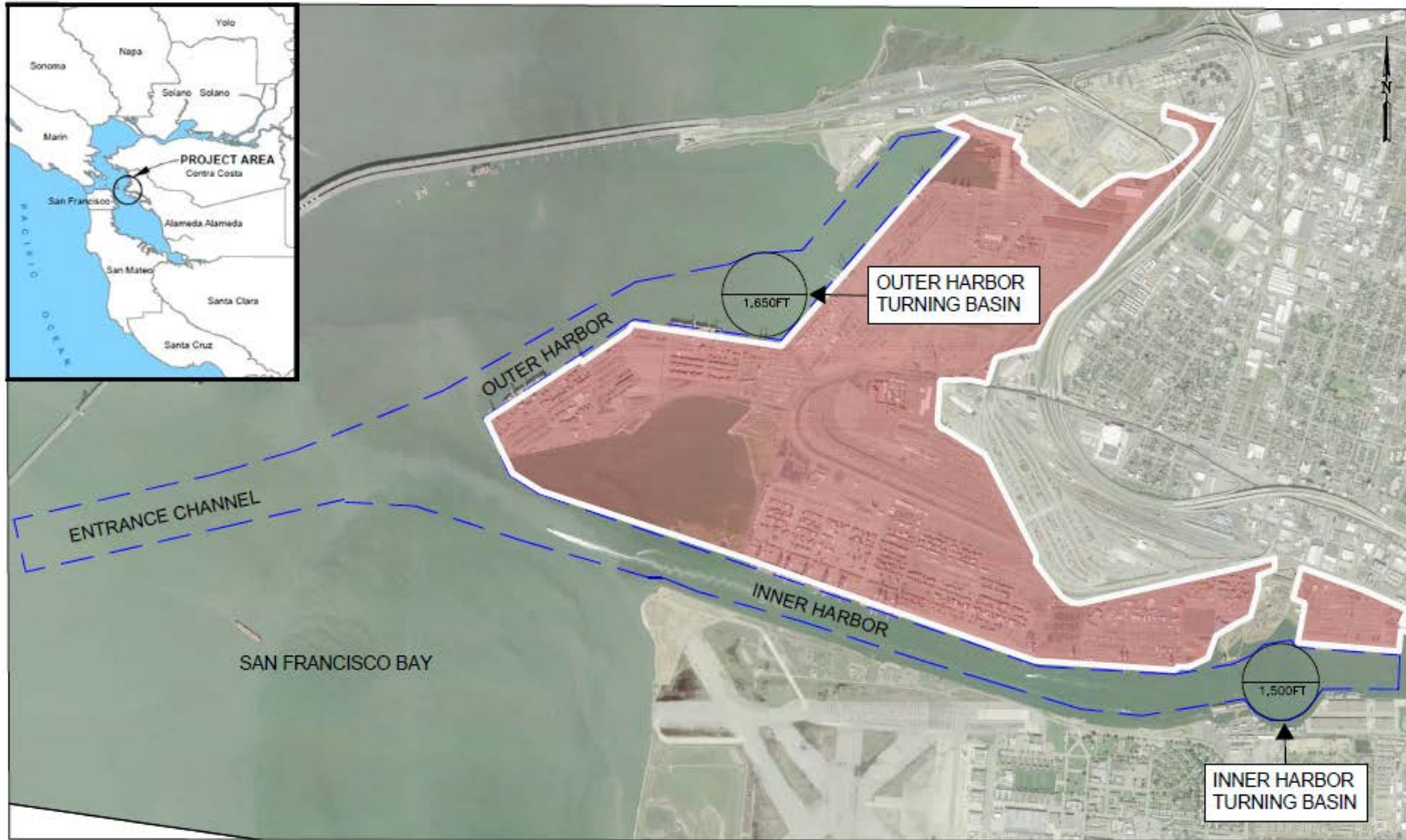
Turning Basins Expansion Study Update

*Board of Port Commissioners Meeting
November 21, 2019*

Background – Oakland Harbor

- Consists of Entrance Channel, Inner/Outer Harbors, and Inner/Outer Harbor Turning Basins
- Federally Sponsored
 - Maintenance Dredging for Depth & Width of Channel and Turning Basis = Federal Responsibility
 - Improvements/Enhancements Beyond Maintenance Dredging = Cost Typically Shared Between Federal Government and Port
- Deepened/expanded over time to accommodate larger vessels

Oakland Harbor Navigation Features



OAKLAND HARBOR DEEP DRAFT CHANNEL LIMITS

- Approximate Federal Channel Limits
- General Port of Oakland Seaport Area

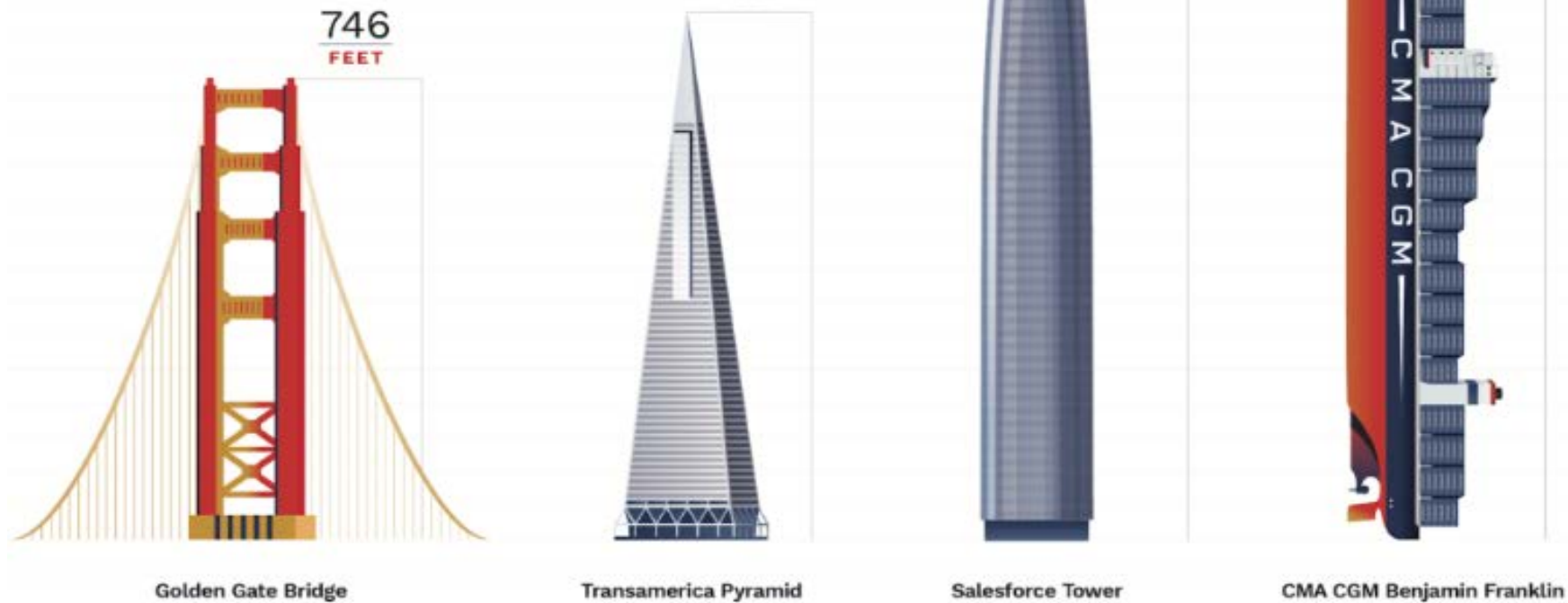
Project Location/Vicinity Map
(No Scale)



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Vessels Keep Growing

- Ultra Large Container Vessels are **Too Long** to use Inner Harbor Turning Basin



Inner Harbor Turning Basin



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Current Operating Constraints

- Oakland -50 Feet Navigation Improvement
 - Channels and Turning Basins deepened to -50 feet
 - Inner Harbor Turning Basin (IHTB) = 1,500 feet in diameter
 - Outer Harbor Turning Basin (OHTB) = 1,650 feet in diameter
 - Construction completed in 2010; 6,500 TEU design vessel
- IHTB vessel size limited to 14,000 TEU capacity vessels (1,210 feet in length)
- Port has received vessels up to 18,000 TEU capacity (1,310 feet in length)

Process for Addressing Operating Constraints

- **Elements of Process for Addressing Operating Constraints (regardless of approach)**
 - Initial Appraisal Report
 - Feasibility Study & Determination of Proposed Project
 - Design
 - Construction
- **Port's Planned Approach to Addressing Current Operating Constraints (Water Resource Development Act Section 203)**
 - Port leads Feasibility Study analysis
 - USACE leads Design and Construction
 - Port pays 100% of FS cost if project not constructed

WRDA Section 203 Milestones

Initial Appraisal Report (October 2018)

- USACE Completed
- Concluded FS is warranted



7001 Proposal Submitted (August 2019)

- Port submitted to USACE seeking authorization to initiate FS



Port Led Feasibility Study (2020-2023)

- Memorandum of Agreement (MOA) with USACE for technical support on FS
- Design alternatives, cost-benefit analysis, environmental (NEPA/CEQA)

USACE Approval and Appropriations (2023-2026)

- USACE requests federal budget to design/construct

USACE Design & Construct (2026-2029)

- USACE leads design and construction



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Next Steps

1. Port has retained a consultant to perform a preliminary economic analysis
2. Port and USACE Negotiating MOA for Section 203-related support
3. Port To Develop/Release Request for Proposals (RFPs) for FS Technical Studies
4. Port Staff to Seek Board Approval for Budget and Contract Authority for USACE MOA and FS technical studies in Q1-Q2 2020