

Exhibit A

Informational Background on Oakland Harbor and Ultra Large Container Vessels

The following narrative and navigation feature depiction is provided for context and as a refresher from the November 21, 2019 Board update.

The Port is served by the Oakland Harbor, which generally consists of the Entrance Channel, the Outer Harbor and its OHTB, and the Inner Harbor and its IHTB. The Oakland Harbor is a federal-sponsored channel in that the navigation features (depth and width of channels/turning basins) are maintained (payment and performance) by the USACE, via direct appropriations from the Federal Government. The berth area, which generally extends 150 feet from the face of wharf, is maintained (payment and performance) by the Port.

The Oakland Harbor's most recent navigational improvement project ("50 Foot Project"), completed in 2009, provided a water depth of minus 50 feet and expanded the IHTB to 1,500 feet and the OHTB to 1,650 feet in diameter. This project's feasibility study, conducted in the mid 1990's between the USACE and the Port, was completed in 1998. This planning study for the 50 Foot Project was designed for a maximum vessel size of 6,500 TEUs, 1,139 feet in length, and a maximum draft of 48 feet. The present-day Oakland Harbor federal navigation features are depicted in the exhibit below.

Currently, the Port routinely receives container vessels that have a 14,000 TEU capacity and a length of 1,210 feet, the maximum size vessel capable of maneuvering in the Port's IHTB. Additionally, the Port has received ULCVs with capacities greater than 14,000 TEU. In 2015 and 2016 the CMA Benjamin Franklin (18,000 TEU capacity and 1,310 feet in length) called marine terminals in both the Inner and Outer Harbor. Most recently, the MSC Anna (19,200 TEU capacity and 1,313 feet in length) called the Oakland International Container Terminal ("OICT") in the Inner Harbor on April 16th, 2020.

Vessel movements for the Benjamin Franklin and Anna were heavily restricted and required extensive consultation and coordination with the San Francisco Bar Pilots ("SFBP"), including computer aided maneuvering simulations and modeling. Since these vessels are unable to maneuver in the IHTB, restrictions are imposed that include a limitation to only berthing portside to OICT and a restricted stern first departure where the vessel is turned near the Entrance Channel at slack water - period between tidal changes where water movement is minimal. The Entrance Channel is not a designated turning basin and has the greatest exposure to current and wind effects in the Oakland Harbor.



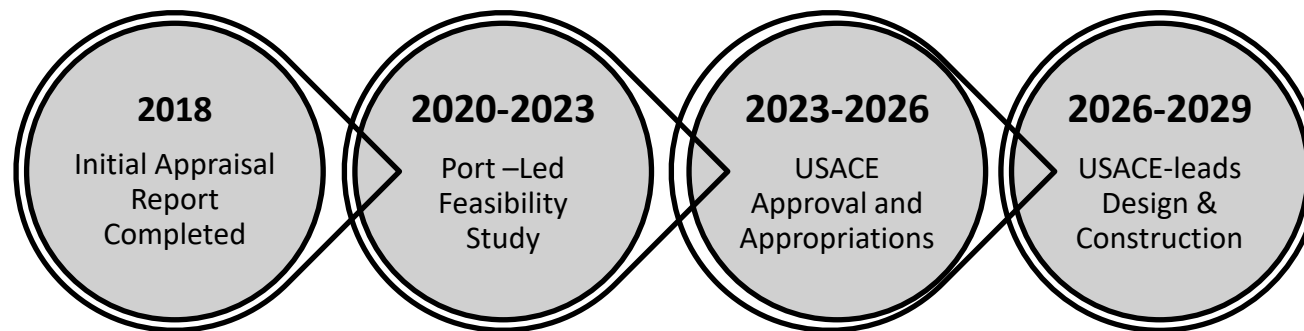
OAKLAND HARBOR DEEP DRAFT CHANNEL LIMITS

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

Project Location/Vicinity Map
(No Scale)

Exhibit B
Schedule Comparison

Port-Led Feasibility Study – Section 203 Process – (estimated)



USACE-Led Feasibility Study – Traditional Process (estimated)

