

## **CENTERPOINT CY2/INTERMODAL WAY EXTENSION QUESTIONS AND ANSWERS**

- Q1. Can CenterPoint provide a timeframe / anticipated schedule to obtain the Army Corps of Engineers 404 / Nationwide permit where the Intermodal Way Extension crosses SSJID Drain 3?
- A1. The consultant for the Army Corps permit indicated CenterPoint should be able to obtain the necessary permit in approximately nine months once the application is received. CenterPoint may be eligible for a Nationwide Permit 14 which can usually be obtained faster than a 404 permit.
- Q2. In light of the answer to question 1, and construction of CY2, can the schedules be coordinated to limit temporary truck traffic on Airport Way to six (6) months?
- A2. CenterPoint has respectfully asked that temporary truck traffic be allowed to use Airport Way for 12 months provided CenterPoint continues working in good faith and/or are under construction with the extension of Intermodal Way. CenterPoint has several matters to resolve including permitting (Army Corps and San Joaquin County permits) and obtaining easements (easement from SSJID for the channel crossing). Permitting efforts will start immediately upon execution of a Development Agreement (DA) with the City of Manteca; so, there should be overlap between the permitting / easement tasks and construction that will reduce the actual time trucks would use Airport Way on a temporary basis.

Additionally, the improvement plans for Container Yard 2/Intermodal Way will address improvements to existing conditions on Airport Way to minimize truck traffic noise by incorporating overlays at transitions, trench cuts, and pot holes.

Note: CenterPoint Container Yard 2 will still need to comply with the Noise Ordinance in the Manteca Municipal Code.

- Q3. Is the CenterPoint Agreement with UPRR, to construct Intermodal Way across the UPRR property, a sure thing / done deal so the street can be constructed without complications and delays (due to UPRR)?

- A3. There is an Easement Agreement in place between CenterPoint and the UPRR. As noted above, CenterPoint will still need permission from SSJID and the U.S. Army Corps of Engineers to cross the channel (SSJID Drain 3). CenterPoint's conversations to date have been positive and indications are that SSJID has no objections to granting an easement across its channel.
- Q4. Can you provide a summary of your meeting / conversation with Bill Barnhart and whether Mr. Barnhart was receptive to the proposed MOU and site plan changes?
- A4. CenterPoint and Mr. Barnhart met and spoke for about an hour and a half. CenterPoint's view is that the meeting was productive. CenterPoint explained that the intention was to bring an MOU to the City Council for review. CenterPoint also shared an updated plan for the south end of the park that included several revisions. Mr. Barnhart seemed to appreciate the proposed changes – elimination of the southern street (south of Street B – see Attachment 2 – Exhibit A) and the elimination of the traffic signal south of Daisywood.
- Q5. Will the new Street B – Airport Way intersection be a right-in / right-out only?
- A5. No, Street B would continue to have full access similar to Tactical Way further to the north. Street B is currently constructed to half of its width. A curb will be poured on the south side and the street will be widened as part of the CY2 project. With the completion of Intermodal Way, the path of travel for trucks from the south end of CenterPoint will be to drive north on Intermodal Way to the signalized intersection at Roth Road. This will provide direct truck access to the Interstate 5 freeway.
- Q6. Is a traffic signal proposed at the intersection of Street B and Airport Way?
- A6. There was a traffic signal planned at the street south of Street B (see Attachment 2 – Exhibit A). With the proposed revisions, eliminating the road south of Street B, the traffic signal would not be constructed (this needs to be reviewed by the City's Development Engineering Division). Street B would be widened to its final width as part of the CY2 project.
- Q7. Will Container Yard 2 house "refrigerator trailers" that will have air conditioners / compressors operating continuously (noise concern)?

- A7. Not likely, and in the event they are there, it would probably be for dead storage and non-operation. Refrigerator trailers are usually kept at warehouse sites where plug in power is available and CenterPoint is not planning to provide plug in power.
- Q8. Once Intermodal Way is constructed, will Street B revert back to an “automobile only” entry and exit onto Airport Way?
- A8. Street B will remain a full access street the same as Tactical Way but not be the primary truck route; Intermodal Way will function as the primary truck route.