

## **8/6/12 Municipal River Terminal (MRT) Forum: discussion notes**

*info received after Forum printed below in italics*

### Existing and new structures

- Two aboveground storage tanks and office/shop to be used or demolished per next Operator's needs and schedule; environmental issues along with cost to remediate identified in Survey and Abatement Estimate posted on the "Background Documents" page
- Above ground storage tanks have no containment system and have not been used for several years; *US Coast Guard inspects for hazardous materials*
- 90,000 SF warehouse is rail served, on both the east and west sides
- conceptual layout for talking purposes only, next Operator will determine layout
- *items built by next Operator may or may not have to be demolished by end of lease; to be negotiated*
- new docks will drain inland, integrated with current MRT drainage system

### MRT statistics

- 4150 LF along the river
- existing RR in yard runs between warehouses at South Dock and North Dock; TRRA (local short line) brings cars into yard
- vehicular access to yard primarily through North Market St. floodwall gate; alternate access via Branch St.; during floods, access via Branch over levee
- northern bank now rip-rap, available for fleeting, freight handling, as proposed by next operator's business plan

### Dredging:

- Corps dredges channel to ensure constant navigation
- *per subsequent conversation with Corps, at zero on the St. Louis gauge, the channel riverbed is still 25-30' below the surface*
- over past 25 years, very little dredging has been needed at the docks: once between 1988 and 2011 and then again at the North Dock earlier this year
- Missouri River causes most siltation in this area; due to unusually high Missouri River levels the last 2 years, front of North Dock dredged earlier this year
- sand bars occasionally form in front of docks, Mississippi River flow usually scours it away
- low water may reduce load in barges, but barges can still moor at the MRT
- area in front of South and Middle docks recently dredged prior to construction

### Sewer lines

- traverse yard in 3 locations: south of the South Dock warehouse, under the new middle dock, and at Palm St.; easements and surcharge conditions currently being discussed with the Metropolitan Sewer District, drawings also being prepared
- new middle dock sewer outfall will be flush with new bulkhead

### Permits: exact requirements will depend upon Lessee's business plan

- South Dock Reconstruction project: Corps issued Permit #P-2746/2746b (*now posted at <http://www.stlouis-mo.gov/slhc/slpa/>*)
- Lessee operates MRT according to the terms of the lease, no operating permit is required

- Port Authority will assist the Lessee in obtaining future permits as needed

#### Prior leases

- last long-term lease negotiated in 1988, current short-term lease has same structure; next lease may not have all of the provisions from 1988
- 1988 lease for only two docks, next long-term lease will be for 2000' dock, about 30% more cargo-handling; the Authority will seek the most competitive lease
- prior lease had some negotiated maintenance and improvement items, next lease may also

#### Nearby city-owned properties

- Warehouse located at #5 Clinton is available for leasing and may become part of the long-term lease

#### Regional info

- tonnage at MRT ranges from 500K to 4M tons annually, per Corps data
- multimodal nodes in the region include two 9M SF distribution centers (as shown by largest red dots on PowerPoint slide 19)
- new Mississippi River Bridge will carry I-70, finished in early 2014; access ramps located a few blocks south of MRT

#### Value-added commerce

- operators are encouraged to not just pass goods through the MRT but to also direct some throughput to local manufacturing, kitting, processing, or other such value-added uses
- the City's adjacent North Riverfront has numerous such facilities as well as 800-1000 underutilized acres suitable for additional development and two major railyards (BNSF and Norfolk Southern)
- considerable acreage of developable land lies just across the river in Illinois

#### RFQ/RFP process

- Request for Qualifications (RFQ): We'd like to learn more about your experience in running a municipal river terminal, singly and in concert with other shipping facilities. We'll also request info about the operational personnel assigned to the MRT and your financial capacity.
- Selection Committee picks several teams to receive RFP's.
- Request for Proposal (RFP) will ask for your specific business plan: operations, lease revenue structure, marketing and business development strategies. The final lease components will be determined in discussion with the preferred bidder.