

Environment and Natural Resources Trust Fund 2009 Phase 2 Request for Proposals (RFP)

LCCMR ID: 061-B2

Project Title: Southport Terminal Stormwater Management Project

Total Project Budget: \$ \$240,000

Proposed Project Time Period for the Funding Requested: 2 years (July 2009 - July 2011)

Other Non-State Funds: \$ \$0.00

Priority: B1. Reduce Soil Erosion

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Sponsoring Organization: Saint Paul Port Authority

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Region:

Metro

County Name:

Ramsey

City / Township:

St. Paul

Summary: The Project improves water quality, promotes erosion control, and enhances the banks of the Mississippi River while exceeding regulatory standards; and will serve as a pilot for river shipping terminals.

Main Proposal: 1008-2-043-proposal-SPPA-#45131-v1-LCCMR_grant_southport_wetland-MAIN_PROP

Project Budget: 1008-2-043-budget-LCCMR_wetland_grant_southport - project budget.xls

Qualifications: 1008-2-043-qualifications-SPPA-#45133-v1-LCCMR_wetland_grant_southport_-_PM

Map: 1008-2-043-maps-LCCMR_Map_-_Saint_Paul_Rivershipping_Terminals.pdf

Letter of Resolution:

MAIN PROPOSAL

PROJECT TITLE: Southport Terminal Stormwater Management Project

I. PROJECT STATEMENT

The Saint Paul Port Authority will use Southport Terminal Stormwater Management Project as a pilot project for creating stormwater management and native restoration in an industrial area of the working Mississippi River. The approved site plan for the development of a dock wall at Southport incorporates state-of-the-art stormwater management through filtration, rain gardens and wetlands restoration. Although some stormwater management is a part of a regulatory requirement, the Port Authority seeks funds to go above and beyond the standards. This system will enhance green space, improve water quality, and promote erosion control. The specifics of the system were carefully designed by Port Authority contracted civil engineers with input from the City of Saint Paul water resources staff and the Lower Mississippi Watershed Management Organization. Both of these entities strongly support and approve this project.

As the price of steel has increased in recent months the project budget for development of the dockwall has increased. LCCMR funds are urgently necessary so that we can complete the Next Generation stormwater techniques that we have planned for the site.

Many of the terminal developments along the Mississippi River for shipping purposes were created in the 1950's and 1960's before stormwater management was addressed. River Shipping is an important industry for St. Paul and indeed the entire state as farmers products are brought down river for distribution to world wide markets. As some of these older industrial sites need infrastructure upgrades, it is important to address water quality issues associated with their operations. There are best management practices in place for stormwater management, but techniques close to the water table in flood fringe areas bear special requirements. There is little room for slope at river shipping sites, and existing infrastructure along with heavy industrial use can complicate ponding options.

The Southport Terminal Stormwater Management Project also includes a special challenge due to its proximity to the Holman Airport. The Metropolitan Airports Commission provided input with ponding and wetland options in the final site design that did not encourage or promote wildlife that could interfere with fly zones. The Port and the MAC are in accord with this project and the MAC approves this option.

The Port Authority believes that this project will be a model for creative stormwater practices in river shipping terminals. We intend that these types of design features will be incorporated into other river terminal projects. This project needs to be completed as a fundamental part of our site plan development. We pushed the bar to exceed watershed standards and create stormwater control on this industrial terminal site. The Port Authority is recognized internationally and awarded by the EPA for our excellence in environmental and green efforts in Brownfields and stormwater management, and this project is an exact complement to those initiatives.

II. DESCRIPTION OF PROJECT RESULTS

Result 1: Stormwater Management (only costs above and beyond regulatory requirements.) Includes filtration basin and pipes, NURP pond that is 130% larger than required, three small rain gardens with native plantings, and 2.78 acres of native wetland restoration. **Budget: \$240,000**

<u>Deliverable</u>	<u>Completion Date</u>	
1. Excavating/piping	September 2009	\$40,000
1. Ponds	September 2009	\$25,000
2. Rain Gardens	September 2009	\$25,000
3. Wetland Restoration	June 2010	\$150,000

III. PROJECT STRATEGY AND TIMELINE

A. Project Partners

Saint Paul Port Authority: Project Manager and Site Owner.

DNR: Provide guidance and approval for wetland restoration.

Army Corps of Engineers: Approve the plans and will reduce current contracted dredge disposal site to make way for development of dock wall and stormwater management.

Lower Mississippi Watershed Management Organization: Provide guidance on standards and best practices. Although this site falls in the Lower Mississippi Watershed district we followed the more stringent standards of the Capital Region Watershed district.

Upper River Services: The Harbor Operator is the Port Authority tenant and will be the eventual end user of the stormwater management system. Participation and maintenance by our tenant are required to implement techniques successfully.

Loucks Associates: Port Authority contracted Civil Engineers that designed the system and will oversee the construction of the system

City of Saint Paul – Water Resources: Works with the Port Authority and its civil engineers design to ensure that the city was comfortable with the end product.

Kjolaug Environmental: Port Authority's engineering sub-contractor that designed the wetland restoration area and will oversee the excavation.

Prairie Restoration: Port Authority's sub-contractor that designed the planting plans for wetland areas and will oversee the installation of the plantings

Great River Greening: The President and Executive Director testified in favor of this project and reviewed the planting plans. They also may participate in implementation

Neighborhood Partner: Grass roots support of this project was provided by Mr. Tom Dimond, long-time neighbor and environmental activist that lives across the river from the terminal area.

B. Project Impact

The innovative designs and techniques used in our pilot project will serve as a showcase for stormwater capabilities in the flood fringe and especially for the river shipping industry users. We intend to carry this model to the three other harbor terminal areas in Saint Paul and present a case study for other harbors across the state. Direct project impacts will only serve a small area of water management into the Mississippi River. However this is a critical area to receive stormwater treatment since it is in an industrial zoned harbor and historically has not had this level of stormwater management activity.

C. Time

The design was completed as part of a site plan for development of a new dockwall in the Southport Terminal. The plan has been approved by City Council, DNR and the Army Corps of Engineers. We intend to bid out construction of the project, including baseline stormwater piping, for completion in late 2008 or early 2009. The Port Authority must secure funding to complete our enhanced stormwater piping design and to create the plantings for rain gardens, filtration ponds, and wetlands by early 2010. Without LCCMR funding the stormwater initiatives will have to be scaled back, reducing positive benefits to the Mississippi River and to the environment.

D. Long-Term Strategy (if applicable)

The Port Authority intends that this will be the first of many stormwater management projects implemented in our Saint Paul Harbor. As leases expire, or sooner if possible, the Port Authority will add stormwater techniques to the three other river shipping terminals serving approximately fifteen customers leasing land from the Port Authority. We also hope that this model will be a showcase across the region and across the state for creative stormwater techniques in river shipping areas where heavy industrial use and commerce must blend with the critical water resources. We intend to engage customers and other foundations that are critically important to watershed to carryout our long-term strategy.

Project Budget

IV. TOTAL PROJECT REQUEST BUDGET

<u>BUDGET ITEM</u>	<u>AMOUNT</u>	<u>% FTE</u>
Contracts:	\$ -	
Publically bid contract for excavation and piping as a part of larger dock wall development project.	\$ 40,000	
Rain garden excavation and planting	\$ 25,000	
NURP pond excavation and planting	\$ 25,000	
Wetland excavation and planting	\$ 150,000	
Restoration:	\$ -	
2.78 acres of wetland restoration (included in contract cost above)	\$ -	
	\$ -	
TOTAL PROJECT BUDGET REQUEST TO LCCMR	\$ 240,000	

V. OTHER FUNDS

<u>SOURCE OF FUNDS</u>	<u>AMOUNT</u>	<u>Status</u>
Remaining \$ From Previous Trust Fund Appropriation (if applicable):	na	
Other Non-State \$ Being Leveraged During Project Period: Port Authority funds have been spent on the overall project but not specifically this project	na	
Other State \$ Being Spent During Project Period: Port Development Assistance (PDA) Grant Dollars through MNDOT were secured to help cover costs of dock wall and stormwater management for the larger scope of the project. The cost of steel and increased so much that there are no dollars left specifically for stormwater management or for this project.	\$ -	
In-kind Services During Project Period: The planting will take place as a volunteer event. We are only asking for LCCMR dollars to cover cost of materials and preparation work to the gardens, wetland areas, and pond. The planting will be part of a volunteer event. The Port Authority will contribute dollars to bring the community together to pull off the volunteer event.	\$ -	
Past Spending: <i>List money spent or to be spent on this specific project, cash and/or in-kind, for 2-year timeframe prior to July 1, 2009</i>	\$ 100,000	

PROJECT MANAGER QUALIFICATIONS

Kelly Warden is the Assistant Vice President of Property Development for the Saint Paul Port Authority. She works collaboratively with the Port Authority's many partners on brownfield redevelopment and real estate initiatives, as well as its harbor improvement activities. Warden has ten years of experience in managing commercial real estate and will serve as the project manager for the Southport Terminal Stormwater Management Project. She will contract and work with civil engineers, excavation, piping, and landscape contractors, and environmental and wetland specialists.

Warden earned her Masters in Business Administration from the Carlson School of Management at the University of Minnesota and her BA in Real Estate from St. Cloud State University. She also has experience teaching university level Real Estate and Finance courses.

ORGANIZATION DESCRIPTION

The Saint Paul Port Authority, an industrial redevelopment organization, uses creative, effective and financially sound methods and ideas to expand the tax base and create quality job opportunities. They are a public corporation, created by legislative order in 1929 and founded in 1932 to manage commerce in and along the Mississippi River. Specifically, the Port was charged with developing a navigable channel as well as overseeing riverfront commerce and river-oriented industries.

Since 1932, the Saint Paul Port Authority has contributed to Saint Paul's growth and prosperity by providing businesses with cleaner land on which to expand, space on the Mississippi River to receive and ship commodities efficiently, loans for real estate and equipment purchases, and job training and career development for workers.

SAINT PAUL RIVERSHIPPING TERMINALS

