

Compiled questions regarding the ramp. I anticipate more to come.

Thank you
Dave

Thank you for the opportunity to provide additional information to the Council on the 10th Street Parking Ramp Project. Stability and transparency are critical to all public projects which is why the TenHaken administration has provided regular updates to the Council on the status of the parking ramp project.

This project is a critical infrastructure investment into our community’s future, particularly for those existing and future businesses that seek to invest and operate within our downtown.

This administration’s responsibility is to follow through on the City’s commitment to open the new parking ramp in a timely manner. There is parking demand for nearby tenants downtown, and we want to meet those needs with a safe property.

Question 1:

The City had brought Tegra on as a consultant as far back as October 2014.

Excerpt from agreement 15-4152A *“The Consultant will provide consulting services for the process for the public parking structure with private development. The Consultant will help with the outlining of matters requiring terms and agreements, critical path, budget and schedules, use of funds, design and construction delivery approach, disbursement protocol, negotiations, coordination with legal counsel, and other items that are mutually agreed upon with the City.”*

Is the City still relying on Tegra’s expertise for guidance in this? If not, why? This project spans across two administrations, Tegra has been constantly involved to protect the City’s interests.

Who advised the city on what projects HAD to be completed to protect the city and to ensure the parking ramp will be ready to be open in June 2020?

Table 1. Taken from the consent agenda

Meeting Date	Agreement Type	Project No	Project Description	Action	Vendor	Amount	Contract #
10/9/2014	Contract	19002	New Parking Facility	Agreement for engineering services	Tegra Group	\$25,000	14-3433
6/11/2015	Contract	19002	New Parking Facility	Agreement for services - not too exceed	Tegra Group	\$90,000	15-4152A
10/7/2016	Contract	19002	Consulting Services for Downtown Parking Structure	Amendment to professional services agreement	Tegra Group	\$75,000	15-4152AZ
3/16/2018	Contract	19002	Mixed-use Parking Ramp;	Professional services agreement	Tegra Group Inc	\$40,000	18-3207

Attached are the cover sheets from the contracts listed in Table 1.

Is the City still relying on Tegra’s expertise for guidance in this? If not, why? This project spans across two administrations, Tegra has been constantly involved to protect the City’s interests.

The contract allows for use of Tegra’s services on an as-needed basis and up to a maximum amount of \$40,000. Following the groundbreaking by the Huether administration in May 2018 for the ramp and after several coordination meetings with the TenHaken administration, the current

administration determined that it was in the City's best interest to work directly with the various parties involved in the partnership.

Who advised the city on what projects HAD to be completed to protect the city and to ensure the parking ramp will be ready to be open in June 2020?

JLG, the project architect, completed additional design work for items that would need to be completed or modified to accommodate a standalone parking structure. The City, working with our contractor, Journey Group, determined the scope of work and associated costs for the ramp's functional and safety-focused completion.

Question 2: Do the other parking ramps have generators? Is this an item needed for the future development other than parking?

No. At the time that the City's existing parking ramps were constructed, other systems were included that met code requirements at the various build times. For example, several existing ramps have emergency lights that are battery powered. These batteries run the lights long enough to meet code requirements.

The generator proposed for the new ramp will provide power so that the exit signage and egress path lights remain safely lit. It will also continue elevator operation to return to the bottom floor in the event of a power outage. The generator was a recommendation from our contractor, Journey Group, for cost and efficiency purposes and due it being a safer option compared to alternatives for ramp users.

The generator in the original design would have serviced both the public parking ramp and the private development. Under the previous scope of work, the generator was the financial responsibility of the private developer.

Question 3: Can you provide the change order requests clarifying services to be covered?

No. Formal change orders for the \$1.5 million are expected to be submitted, reviewed, and noticed to the City Council sometime in December and available for inspection at that time. The City is unable to officially move forward with change orders until after the effective date of the increase in the capital budget.

Question 4: Will there be change orders that change the scope of the project?

Yes. By definition, change orders are essentially a change to the scope of a project.

Question 5: Within the \$1.5M, is work programmed to improve the façade or to make the facility more aesthetically pleasing?

There are no funds included to improve the 10th Street façade of the ramp. The purpose of the \$1.5 million is to complete the ramp to address functionality and life safety that provide for occupancy.

Question 6: Will the Public Parking enterprise need to sell any existing parking lots to sustain the parking system in the next 5 years?

No. As shared with the Council in Tuesday (Nov. 5, 2019) night's presentation, the cash flow projection model for the parking enterprise fund did not include any assumption for the sale of parking enterprise fund assets.

Question 7: Is there any intention of the Parking enterprise to sell any parking lots in the next 5 years?

Within the 2025 Downtown Plan, it states that the redevelopment of infill sites located within downtown, including City-owned surface parking lots, is a priority. Should the administration determine that there is interest and value in redeveloping a surface parking lot, we will consider pursuing those opportunities.

Question 8: If the City ends up in court, are the attorney fees coming out of the \$1.5M, or where are they coming from?

There are no future attorney fees programmed into the \$1.5 million amendment request. As previously stated, the sole purpose of the \$1.5 million is to complete the ramp to address functionality and life safety. Funds are currently encumbered for existing retainer agreements with local legal counsel as well as Faegre Benson (Minneapolis).