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CORPORATE REPORT

NO: R136 COUNCIL DATE: July 27, 2009

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **July 23, 2009**

FROM: **General Manager, Engineering** PROJECT FILE: **1220-30-12-09**

SUBJECT: **New Pay Station Parking System; RFP #1220-30-12**

RECOMMENDATIONS

The Engineering Department recommends that Council authorize staff to negotiate the purchase from APARC Systems Ltd. of a Pay Parking System including hardware, software and implementation as generally described in this report at a total cost not to exceed $360,000 plus GST and PST.

BACKGROUND

On-street parking requires comprehensive control and management to maximize the usefulness of this important City asset. Currently, among other parking management techniques, the City has 180 coin-operated parking meters for on-street parking spaces.

Convenient and well managed paid on-street parking has been identified within the City's Transportation Strategic Plan as supporting a number of City strategic transportation and financial objectives such as: creating parking turnover to support commercial businesses, complementing initiatives to enhance the street level environment and diversification of City funding sources in support of the City's transportation systems.

Staff recognized that the City's current system of parking meters is no longer the best means to manage paid street parking in the City. New technologies have been developed that will improve both convenience for users and financial efficiencies for the City.

DISCUSSION

Request for Proposals Issued:

In May 2009, the City issued RFP #1220-30-12-09 for a Pay Station Parking System to replace the current meter system. A number of broad principles for the type of pay station system were identified within the RFP. These were that the system would provide for the following:

- No return to vehicle required after payment;
- Comprehensive financial and operational management information;
- Strong platform for technological upgrades and improvements; and
- Compatibility with existing City enforcement technologies.

As a result of the RFP advertisements 11 prospective proponents picked up the RFP documentation with 4 proponents ultimately submitting a proposal.

The proponents were:

- APARC Systems Ltd.
- Digital Payment Technologies
- Precise ParkLink Inc.
- Trafco Canada Ltd.

Evaluation of Proposals:

A team including members from the Engineering Department, Purchasing Division, Information Technology Division and By-law Enforcement and Licensing Division evaluated the 4 proposals. The evaluation process ranked each proposal against a comprehensive set of pre-determined technical, management and financial criteria. These included the criteria referenced above along with the proponent's experience, achievement record and product support and projected capital and annual operating costs, among other things.

APARC Systems Ltd.'s proposal was determined to best meet the City's needs within the parameters outlined in the RFP. APARC has a reputation for quality products and service, which is evidenced by the fact that they have provided the parking systems for Victoria, Penticton, Kamloops and Vancouver. The APARC parking station unit and handheld monitoring device are illustrated in Appendix I attached to this report.

Parking System

The APARC Pay Parking System would include the installation of 25 pay machines at locations and on blocks currently served by parking meters and where the need for the establishment of new on-street pay parking stalls has been established based on business requests and locations with high demand needing frequent turnover.

The implementation of the new pay parking system will include the dissemination of information to the public by way of advertisements in the local newspapers, postings on the City's web site and through letters and information delivered to businesses that directly front on the pay parking stalls. Once a contract is executed, the system can be operational in about 10 weeks. Additional pay machines will be implemented over time primarily within the Town Centres and City Centre.

Initially parking payments will be possible using credit cards or cash but staff is studying the possibility of selling Surrey Smart Cards and linking the parking system to the Transit Smart Card system that TransLink is currently developing. The use of cash will be monitored and could potentially be eliminated with the introduction of Smart Cards. A cashless system would eliminate the potential for theft and minimize the potential for damage to the parking stations as well as eliminating the time intensive and costly collection, counting and deposit process related to cash-based systems. However, until we have statistics on the use of cash and an alternate to credit cards, it would be premature to eliminate the option of cash payment.

SUSTAINABILITY CONSIDERATIONS

The proposed parking system is consistent with a number of the City's sustainability objectives:

- Using wireless communications with the individual pay machines for management and enforcement reduces paper consumption and impacts related to travel within the City;
- The pay machines will be solar powered, which is a sustainable source of energy;
- One pay machine is capable of servicing many parking spaces, which significantly reduces street clutter;
- Using licence plate number-based parking eliminates the need for individual parking stall signs, which eliminates the greenhouse gases that would have been generated through the manufacturing, shipping and installation process of the signs; and
- Well-managed on-street parking supports adjacent commercial enterprises, which benefit from the improved management of on-street parking.

FUNDING

The system purchase and implementation costs will be borrowed from the Legacy Fund and will be repaid through the revenue generated from on-street parking and parking tickets. Ongoing operations and enforcement costs will be covered through these same revenue sources. It is estimated that the parking system over time will generate revenues that will be utilized for other parking and transportation initiatives.

Based on the APARC proposal, it is estimated that the project including 25 pay stations, signage, software, battery backups, staff training and contingency will cost $360,000 plus GST and PST to fully implement. Each additional station will cost approximately $12,500. The individual pay stations have an expected life of 10 to 15 years.

CONCLUSION

Based on the above discussion, it is recommended that Council authorize staff to negotiate the purchase from APARC Systems Ltd. of a Pay Parking System including hardware, software and implementation as generally described in this report at a total cost not to exceed $360,000 plus GST and PST.

Vincent Lalonde, P.Eng.
General Manager, Engineering

VL/JB/PB/brb
Attachment

Appendix I - Pay Station Illustration

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CITY OF SURREY
Engineering Department

Appendix 1 Pay Station Parking System

Pay Station

Handheld monitoring device