



Denver City Council

Public Works Committee Meeting Summary

Date: April 11, 2007 **Time:** 10:30 a.m. **Location:** Room 391

Members Present: Johnson, Brown, Lehmann, Mackenzie, Montero, Robb

Members Absent: None

Other Members Present: Hancock

1. ACS Parking Management Information Systems Contract Extension

Committee Action

The Committee approved filing a 2-month contract extension for ACS while the new contract is finalized. The additional amount stated in Committee was \$600,000; the final figure is \$958,470. The new contract is scheduled for Committee consideration on May 9.

Summary of Discussion

Rob Duncanson, Director, Development Engineering Services; Lindsey Strudwick, Director, Permit Operations & ROW Enforcement; Tim Carrier, Assistant City Attorney; and James Whiteman, Purchasing provided information to the Committee:

- Denver has contracted with Affiliated Computer Services, Inc. (ACS) for 18 years for back-office functions of tracking parking tickets as well as hardware.
- 17 agencies communicate in real time with ACS on over 600,000 citations & 8,000 boots annually.
- A new RFP was advertised nationally in 2006.
- 2 qualified bidders responded: ACS and Citation Management (CM; is associated with Duncan Systems, which supplies Denver's parking meters).
- Proposals were extensively review by 3 technical committees and an executive committee.
- ACS deemed to better meet standards in 6 of 7 performance categories.
- CM proposed a lower per citation price of \$1.92 (ACS = \$1.99, a 30% decrease current \$2.97).
- Contract negotiations commenced with ACS on a new 5-year contract with 2 one-year extension options; contract estimated at \$1.8 M.
- ACS will replace all computers and the hand-held devices used by the VCAs (Vehicle Control Agents).
- One new service available is AutoView: vehicle-mounted cameras can scan 19,000 vehicles per 4-hour shift compared to 1,500 with hand-held devices.

In response to questions from members, the following information was presented:

- ACS does provide kiosks, in partnership with other vendors.
- Denver is currently drafting a request for proposals for kiosks.
- Denver, with an 82% collection rate, is the national leader.

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- The \$33 M backlog has been greatly reduced (300,000 citations deemed uncollectible). Councilmember Hancock requested numbers on the back collections.
- ACS has less than 1% customer service complaints. Councilwoman Montero more detailed information on customer service.
- Under the new contract, the City will own all of data and all back data.
- Tickets can be paid on-line.
- The City is finalizing selection of a contractor to provide photo red light enforcement.

Councilwoman MacKenzie expressed concern about being increasingly beholden to ACS and creating another Microsoft-type company that can underbid others due to sheer size. She said it might be more prudent public policy to cultivate other, smaller companies.

Councilwoman Lehmann responded that the top priority is to provide the best service available.

2. Railroad Crossing Quiet Zones Briefing

Committee Action

Councilwoman Montero will schedule discussion at FasTracks Committee with RTD about any potential application of Quiet Zones on FasTrack routes.

Summary of Discussion

Russell Luxa, Public Works Engineering Supervisor, Development & Utility Construction, presented an overview of Quiet Zones. A Quiet Zone (QZ) is a designated section of railroad at least 1.5 miles containing one or more at-grade crossing in which train horns are not routinely sounded (although ultimate authority to make the decision to use the horn lies with each train engineer, even in QZ).

A summary of the main points includes:

- Locomotive Horn Rule providing for creation of QZ took effect in June 2005.
- The railroads (RR) have full control over crossings, and it is all about safety.
- RRs do not promote QZ and have complete control over the design and designation.
- Only cities or counties may apply to the Federal Railroad Administration for a QZ designation.
- In order to be considered, a crossing must be deemed completely impenetrable; must have gates on both sides, lights, constant warning time, non-traversable medians, and power-off indicator. RR does not maintain the extra devices they require.
- UPRR estimates cost between \$185,000 and \$900,000.
- Public Works estimates that it would cost Denver approximately \$225,000 per crossing, or \$40 M total; estimated annual maintenance costs are \$4,000 to \$10,000 per crossing.
- Public Works analysis is that QZ represent significant costs and limited benefit.
- Possible funding options are CIP; local improvement district; the requestor (i.e. Forest City).
- The Smith Road corridor and Stapleton are potential areas.
- Councilwoman Montero is working with a developer willing to fund the improvements in conjunction with a development near Auraria.
- Councilwoman MacKenzie expressed concern about equity issues if not city-funded.
- The possibility of QZ on FasTrack routes was raised, and will be discussed at a future FasTracks Committee meeting.