PARKING ADVISORY COMMITTEE AGENDA
Wednesday, March 29, 2023 - 6:00 PM
City Hall, Council Chambers, 169 SW Coast Hwy, Newport, OR 97365

All public meetings of the City of Newport will be held in the City Council Chambers of the Newport City Hall, 169 SW Coast Highway, Newport. The meeting location is accessible to persons with disabilities. A request for an interpreter, or for other accommodations, should be made at least 48 hours in advance of the meeting to Erik Glover, City Recorder at 541.574.0613, or e.glover@newportoregon.gov.

All meetings are live-streamed at https://newportoregon.gov, and broadcast on Charter Channel 190. Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. Public comment must be received four hours prior to a scheduled meeting. For example, if a meeting is to be held at 3:00 P.M., the deadline to submit written comment is 11:00 A.M. If a meeting is scheduled to occur before noon, the written comment must be submitted by 5:00 P.M. the previous day. To provide virtual public comment during a city meeting, a request must be made to the meeting staff at least 24 hours prior to the start of the meeting. This provision applies only to public comment and presenters outside the area and/or unable to physically attend an in person meeting.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

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1. WELCOME AND INTRODUCTIONS

1.1   Memorandum.
       Staff Memorandum

2. ROLL CALL

3. APPROVAL OF MINUTES

3.1   February 15, 2023 Parking Advisory Committee Meeting.
Draft Parking Advisory Comm Mtg Minutes 02-15-2023

4. DISCUSSION ITEMS

4.1   Final Review of T2 Systems Contract Package.

4.2   Pay Station Decal Options.

4.3   Planned Bayfront Parking Lot Improvements.

4.4   Continued Discussion Regarding Regulatory Signage and Pricing.

4.5   Timing and Location for Outreach with Affected Stakeholders.

5. PUBLIC COMMENT
This is an opportunity for members of the audience to bring to the Work Group's attention any item not listed on the agenda. Comments will be limited to three (3) minutes per person with a maximum of 15 minutes for all items. Speakers may not yield their time to others.

6. ADJOURNMENT

HANDOUTS

Meeting Materials:
T2 Systems Updated Quotes
T2 Secure and Contactless Payment Summaries
Emails from Aaron Bretz and Bill Branigan
T2 Paystation Decal Options
Bay Front Parking Meter-Permit Plan

Parking Area Improvement Estimates

City of Newport

Memorandum

To: Parking Advisory Committee

From: Derrick I. Tokos, AICP, Community Development Director

Date: March 24, 2023

Re: Topics for March 29th Parking Advisory Committee Meeting

At its March 20, 2023 meeting, the City Council authorized the execution of a change order to the contract with T2 Systems, Inc. increasing the not to exceed amount from $260,000 to $320,000 over a five (5) year period. The contract is presently being reviewed by the City Attorney, and we hope to have it fully executed within the next two weeks. The change ensures that there will be sufficient funds to accomplish the following:

• Increased the number of pay stations from six (6) to ten (10), with stations being placed in the locations identified at the last meeting.

• Added coin acceptance to the pay stations (previous quote was for credit card only). This includes two coin collection boxes per pay station and keys. The Police Department is comfortable that staff time dedicated to collections will be manageable, and that the equity concerns (i.e. people who are not prepared/or able to pay by phone or credit card) warrant upgrading the kiosks to include a coin payment option.

• Pay station credit card payment options upgrades to accept EMV (i.e. chip) and contactless transactions. Previous quote was for magnetic swipe only. This topic has been touched upon at previous meetings, and I have attached flyers from T2 Systems covering the topic.

• Added 45 "text to pay" signs to be provided by vendor as opposed to them being produced by the City's sign shop. City will be producing new regulatory signage.

• Added "extend by phone" functionality.

• Changed pay station training from in-person to remote, obtained pay station warranty discount for upfront payment, and structured the agreement such that the City will setup the wireless plan (collectively, these changes were a modest cost savings).

Both Bill and Aaron provided written comment to the Council, their comments are enclosed. I'd to take a few moments early in the meeting to review and confirm everything that is in the T2 Systems contract package. A small item that isn't addressed, but that we budgeted additional funds to cover, are decals for the pay stations. Attached are samples, and it would be helpful to know if this is something the group wants us to pursue or not.

Also, enclosed is a summary and anticipated cost of the parking lot improvements that we will be looking to make when the meter/permit program is rolled. Please look them over and come prepared to discuss whether or not this is sufficient or if other improvements are needed.

Lastly, I would like to pickup the discussion about regulatory signage, pricing, and timing/location for outreach meetings with affected stakeholders.

Attachments
T2 Systems Updated Quotes, T2 Secure and Contactless Payment Summaries, Emails from Aaron Bretz and Bill Branigan, T2 Pay Station Decal Options, Bay Front Parking Meter-Permit Plan, and Parking area Improvement Estimates.

Committee Members Present: Aaron Bretz, Janell Goplen, Bill Branigan (*by video*), Aracelly Guevara, Doretta Smith (*by video*), and Robert Emond.

Committee Members Absent: Jan Kaplan, and Gary Ripka.

City Staff Present: Community Development Director, Derrick Tokos; Police Chief, Jason Malloy; and Executive Assistant, Sherri Marineau.

Vendor Staff Present by Video: Poppy Guloien, and Bric Fraser.

Public Present: Cris Torp, and Michael Rioux.

1. **Call to Order & Roll Call.** Meeting started at 6:00 p.m.

2. **Approval of Minutes.**

   MOTION was made by Doretta Smith, seconded by Robert Emond, to approve the January 18, 2023 and January 30, 2023 Parking Advisory Committee meeting minutes with minor corrections. The motion carried unanimously in a voice vote.

3. **Discussion with T2 Systems Inc Regarding Elements of the Parking Management Solution.** Tokos reviewed the parking management alternatives map with the committee that included the kiosks locations and the two tiered permit parking zone concept and pricing. He then reviewed the Bay Street kiosk placement. Tokos explained that all of the pay stations were on the upland side of the Bayfront area because a lot of the parking was broken up with loading zones that had a lot of forklift and heavy truck traffic. Guevara asked if one of these kiosks could be included in the pink area that was the Canyon Way Lot #33. Tokos pointed out kiosks would only be in the green and orange areas because these were the areas where metering would be located. The pink area parking was by permit or time limit. Torp asked if someone paid at any of the four kiosks would they be covered to park in the whole area. Malloy explained the public could pay at one kiosk and park six blocks away. They weren't tagged to a specific stall. Goplen asked how many parking spots were between each kiosk. Tokos explained there were 51 stripped spaces and there was a kiosk every 13 spaces or so. He noted that they could reduce this and go from four to three kiosks by eliminating the one by Gino's and shifting the Abbey Street kiosk closer to Rogue. Smith questioned if the first kiosk would be placed where the new hotel would be going in. Tokos explained that a conditional use permit was submitted to build a hotel that had 43 off-street parking spaces on the premises. Smith asked if there would be a loading zone for the hotel and if they should have a kiosk there. Tokos didn't think they would put a loading area at the intersection and expected that they would have a loading zone across the street. Smith asked if hotel guests would use the loading are. Tokos explained they would have areas internal to that property where guests would do that.

   Malloy asked how intermittent the signs would be between kiosks so that people knew the areas where they had to pay to park. Guloien explained that the locations varied but they needed signs on each block. Tokos pointed out that Bay Blvd wasn't a street that was conventional. He thought they should

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talk about this after the kiosk discussion. Tokos reported that the city engineer had given his thoughts on them as well.

Tokos continued his review of the kiosk locations at Gino's restaurant, the Abbey Streets lot restrooms, the Bay Blvd and Fall Street area, the Fall Street Lot, the Hurbert Street area next to the candy shop; and the location near the Clearwater restaurant. Goplen thought they should move the kiosk by Clearwater in front of the bathrooms near #11.

Malloy noted that the Canyon Way and Lee Street lots were full six months out of the year from March through September. He asked why these didn't have kiosks. Tokos explained these areas were where permit parking would be accommodated and wouldn't be paid.

Tokos reviewed the kiosks on the boardwalk that included those at the gap between the benches, the one near Local Ocean, and the one past Port Dock 5. He asked if the layout of the kiosks made sense or if they needed to be tighten up. Tokos noted that if the thought was to tighten up the locations of the kiosks, they could either remove the one by Clearwater or eliminate the one by Gino's by shifting the kiosk by Abbey by Rouge. Branigan thought they should go with what they had and tighten them up as needed later. Smith agreed but thought #2 by Clearwater should be moved over by the restroom to alleviate confusion and reduce the gap. Goplen agreed and though the one by Wax Works had a lot of people and thought a kiosk there would be clearly seen. Tokos pointed out that there was a private lot in that area and having a kiosk there might confuse people into thinking the kiosk applied to the private lot. Goplen noted this private lot was clearly signed. Tokos noted this area was on the edge of the paid area and a lot of the parking on Lee Street would be timed permit parking. Smith thought this would come down to making sure the signage for both Clearwater and the city was very clear. Goplen thought the color coding was great. She asked if the T2 system showed a map on their app to show the public where parking was and what zone they were in. Guloien thought the signage was the most important thing for this so people knew where the paved parking areas were. The mobile pay platform had the availability to map out all the zones in town for people to see where available parking was. Smith asked if there were screens on the kiosks and if they could color code different areas. Smith confirmed there were screens and thought they could color code for the lots. Guloien didn't think they would want to have signage on the kiosks because they wanted people to get to the kiosks to pay, then park and get out. They would want to avoid people waiting in line to pay for their transactions. Tokos thought the signage needed to be clear on what areas were paid, permit time, and private. He stated that what he heard was the Committee wanted to go with what they talked about, shift the one kiosk by Clearwater to the public restrooms, and go with the 10 kiosks as depicted at that time. Goplen thought the yellow area by #15, across from the pier could be used for a kiosk. Tokos pointed out that the city had no real estate there, and they would have to acquire easements to put a kiosk at that location. He felt the kiosks were very visible.

Guevara asked if the signs would have different languages on them. Guloien explained it would be a challenge to put multiple languages on the signs. She reported that T2's pay stations had multilingual software to support French, English, Spanish, German, Vietnamese, and simplified Chinese. Goplen suggested the signs have a QR Code that linked to a website where the text could be translated into any language. Tokos asked if the text to pay had Google Translate linked into it. Fraser explained that because this was a app for people to download, it would already exist on whatever language they were using on their cell phones because it was a progressive web app. Tokos pointed out that an example of what the sign looked like was included on the staff memorandum.

Tokos reviewed the street view of Google maps to show the locations of the signage. He noted that that the signs would be mounted on city owned decorative light poles with metal straps, and would face the parking spaces. There would be three signs on poles on the Bay Street section. Then there

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would be one kiosk on the corner of Bay Street and Bay Blvd. Bretz thought the section on Bay Street wouldn't be visible. He suggested it would be more effective to pick a location that was visible on Bay Street instead of going around the corner. Tokos thought that if the sign was on the corner they would lose the visibility on Bay Blvd. Bretz thought the sign should be by the base of the Coast Guard station. Tokos noted the objective was to find a location that would get visibility form both directions.

Tokos explained that they would put the signs on the city owned decorate light poles along Bay Blvd. This would help avoid adding more holes for sign posts and meant they would be spaced really well throughout the area. There was only one pole in a loading area where this didn't make sense. Goplen noted that one of the concerns raised by Janet Webster was about loading areas. Tokos explained that the loading areas were painted so they were clear they were for loading. The city would make sure there were no pay signs at the loading areas. Goplen noted that the poles were already used to hang banner signs and asked what the restrictions were on the length of signs. Tokos explained these would be regulatory signs within the right away that the city had flexibility on sizing in the sign code. They just needed to make sure that there was enough clearance so people didn't hit their heads, but these signs wouldn't interfere with the banners. Fraser noted they had an example of the same types of signs in Park City that could be shared.

Tokos reviewed the areas where there wasn't any decorative lights and how they would add them in the lots and along the streets. They would try to leverage the existing poles for signs. Tokos noted that some areas along Bay Blvd would be tricky because stores had lower eaves. He pointed out that the area next to the boardwalk was an area they couldn't utilize the light poles because Central Lincoln PUD wouldn't allow them. The city would have to put in new poles next to these lights. The spacing between the lights was pretty good when they put the signs next to each. Tokos noted they needed to have clear signage for areas that weren't pay parking areas. Goplen asked if the Port would need to change their signage for these areas. Bretz stated they wouldn't change any of their signs and would keep them as is.

Guloien noted that some municipalities colored their curbs in different areas to mark where the parking would be paid. Malloy pointed out that all of the painting down to the east end needed to be updated to make sure things were very clear. Bretz thought painting was important and the frequency of when they were repainted needed to be done at least twice a year. He also pointed out that there were areas there with little or no curbs.

Tokos explained how signage was easier to adjust down the road than kiosks were. They were thinking of doing an initial roll out of 45 signs, which could be adjusted as needed. Fraser shared the look of the Park City signs with the Committee and explained the areas where they didn't have pay stations were supplemented with signage on light poles. He explained that they could also have text codes for specific streets on the signs. Users could text a global code that would pull up a map on the phone to see all the locations in town they could pay for parking. Fraser showed an example of how the signs are placed on light poles that had banners hanging on them. Guloien noted adjustments were done all the time and the pay stations could be easily moved. She noted that people who lived locally would get used to using the app to pay for parking instead of at the pay stations.

Goplen asked if businesses on the Bayfront would be invited to the Committee meetings. Tokos explained that in terms of determining the order, number or placement of kiosks, they wouldn't. These needed to be ordered right away. Goplen thought they should invite business owners to come to the next meeting. Tokos thought instead of doing that at a Parking meeting they should do it at the Maritime Museum or somewhere else. He wanted to see the pricing details flushed out as much as possible beforehand because there were be a lot of questions when they talked to business owners. Goplen didn't think business owners understood that there were meetings happening where they were

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making decisions about parking in front of their businesses. Bretz thought they needed to do this with the fishermen as well because they were also businesses. Tokos explained that they would be looking for feedback on the program and what adjustments needed to happen. They could do something in lieu of a parking meeting when they were ready to do this, and they would notice it to the fishing community and processors so those interested would show up. Tokos pointed out that they could make adjustments to locations of kiosks, but there wasn't plans to have them in front of many businesses.

Tokos thought the Committee should discuss why or why not they should have coin pay stations. Guloien reported that T2 had customers that only had credit card pay stations. There was around 20 to 30 percent of the population that didn't have a credit card. The city needed to determine how they would handle how people could pay for parking if they didn't have a credit card. Guloien cautioned that if the city was prepared to write this off, word would get around that if you didn't have a credit card the charges would be written off. If the city wanted people to be compliant they needed to give them all the ways to pay. Guloien explained that these kiosks would take credit cards and coins. She thought this would be plenty for Newport. Goplen reported she had received feedback that taking coins was a pain because there was extra work to man them.

Malloy pointed out that someone had to administer each pay station to collect money, and it seemed like it would be a daily thing. Guloien didn't think this had to be a daily thing. Malloy thought they would have to watch how much it was collecting so the kiosks weren't a target for theft. This would mean they would need to spend a half hour a day to collect, another hour to do paperwork and another hours or so driving the Bayfront. The officer would only be working four to five hours a day on enforcement because of this. Malloy pointed out that most departments in the city weren't set up for receipts and cash counting. Guloien thought that the city didn't need to be concerned about leaving money in the kiosks because it was too hard to get into them. Fraser explained that if they did want to have a pay station to accept cash, they could choose to only have one kiosk with cash and then set a threshold alert to notify the city when it got to a certain dollar amount so they could collect. Then, if the city saw that they didn't need to accept cash they could change the faceplate on the kiosk to not accept cash. Tokos noted the issue here was about those who didn't have a phone or credit card being penalized. He thought a way to address this was to have validation codes they could purchase from businesses. Tokos noted not every business on the Bayfront would do this. Emond asked how a person would know where to buy this coupon. Tokos thought they would know through signage and information from the city. The city could give a warning for the first incident and then say the next time they should go to a certain business to buy coupons. Guloien pointed out that the coin canisters would be locked. The person doing maintenance on them wouldn't have access to the cash. The person that took the canister would give it to the person who had the key to unlock it and count the funds.

Branigan thought they were right on the equity issue. A lot of the tourists weren't from big cities and didn't trust credit cards. He wondered if they could contact the Aquarium who had a lot of tourists and ask what percentage of their proceeds were from a credit card versus cash. Branigan thought this might help decide if they wanted a cash kiosk. Malloy asked how much money a coin receptacle would hold. Fraser thought it could be up to around $2,000, and noted they could notify the city when a certain threshold was met. Malloy thought this would be manageable.

Goplen questioned which businesses would want to offer the coupons for purchase at their locations. Tokos thought this would create its own set of issues for the businesses and the city because it would create a transactional thing where the city would be getting reimbursed. Goplen pointed out that people could buy a smart card to use to pay. Tokos asked how hard it was to modify a kiosk if they initially did the coin option and then decided to change because they weren't being utilized. Guloien reported it wasn't hard to do and she would provide the cost difference for the two types of kiosks and what it would cost to change them back later. She noted that T2's proposal was for credit card only kiosks.

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Branigan asked how much more it would be for a cash kiosk. Guloien said it would be a jump in price because they would be changing the type of pay station. She thought they could get away without taking bills. Goplen asked how often the coins got jammed in the machines. Fraser thought there would be more problems with the bills and not so much with the coin receptors.

Guevara suggested the businesses who were willing to take vouchers could pay the money collected to the city during tax seasons or at the end of the year. They could also be offered a percentage of the fees as well. Guloien noted this wasn't the first time they had a jurisdiction who wanted to have vendors sell parking. They would usually wanted to show a markup of revenue on them. Guloien thought this would put businesses in a position where they suddenly had to pay taxes for something that they weren't making any revenue on. Malloy thought this would be an accounting nightmare. Guloien would get back to the city on the cost to add coins and what it would cost to change them back to credit card only.

Goplen asked if there was a way to do validation for parking. Fraser explained they could do this with mobile pay. The business owner could decide if they wanted to do a full or partial validation. They could have a QR Code for the customer to use to scan, which was the best way to do this. There was also a web portal the business owner could use to get information from the customer and issue the validation. The city would have access to the data from any business who wanted to do validation. The city would be able to run a validation report to see what was given out and then bill the business monthly for what they paid out. Goplen asked if the business could pay beforehand and then chip away at the balance. Fraser reported there wasn't a way to do that at that time. There could be a way to give a person a coupon code that had a certain number of usages and restrictions on it. Malloy asked if the business would be billed for this and then the city would collect from them. Fraser stated they could do this.

Emond asked what would happen if someone had already paid for parking and they then got a validation. Fraser explained that their charge was a pending charge until their parking session expired. If within a window if time they got a partial or full validation, it would be closed at the full or partial rate. Goplen asked if this applied for debit cards. Fraser reported they treated debit cards the same as credit cards, but didn't put a hold on the card payments. The charge would be for the exact amount of the parking session. Emond asked if validation was cumulative for multiple vendors. Fraser thought they should have a cap on the number of time frames for validations because they couldn't do two validations on one parking session. Tokos thought they could work through the details of this in later meetings.

Tokos reported that they could not exceed the $260,000 the City Council authorized in terms of executing a contract with T2. They needed to move into this contract quickly so they could order things and get the lead time they needed to get everything installed. Once they received the information on the cost of the coin kiosk they could move forward with ordering. If this was within the amount the Council authorized they could move forward with it. Goplen thought there was no use overspending and pointed out that they didn't have to do coins in all of the kiosks. Tokos thought they could do three coin kiosks with one at the Abbey Street, one across from Clearwater, and another across from Local Ocean. Emond asked how people would know to go to these kiosks to pay by coin. Guloien thought they could decal the kiosk. Tokos asked if they had to buy the sings from T2 or if they could print their own. Fraser explained that the most important part of the signs were the text codes and the QR codes. Once those were provided to the city they could choose to print whatever they wanted and they weren't required to go through T2. Tokos reported that this would be done based on how much Public Works could take on.

Tokos reviewed the pricing for the paid parking, timed parking and permit parking that had already

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been discussed. The paid parking in the green and yellow areas on the map would be a $1 an hour, no daily maximum, 11 a.m. to 7 p.m., 7 days a week, from May to October. Malloy thought this should start in March. Tokos reminded that this was what the Committee had discussed. Emond asked if someone could park for 8 hours and pay $8. Tokos confirmed they could. He noted that paid parking would be applicable on the weekends from November to April, and during this time there would also be a four hour time parking limit. Emond questioned if someone parked in the off season for four hours it would be free and if they parked in the on season they could park for eight hours if they paid $8. Goplen thought they would have to move their car after four hours. Malloy simplified it by saying if they were paying for parking, they could park a maximum of eight hours and if it was free parking it would be a maximum of four hours. Tokos thought they could say during the on season they would pay for the four hours and during the offseason it was free. Either way, it was four hours. The Committee was in general agreement with this. Emond asked how they would know when someone moved their car to another spot. Guloien reported there were GPS coordinates for this. Goplen asked if someone was parked for four hours could they come back and pay another four hours to stay there. Guloien said they could and there was no way to stop this. This was something that T2 was working on to combat it. Malloy asked if the sign template would show the time differences. Tokos reported there were some templates they could use. Malloy thought the peak season should be March to October, seven days a week, and then the other months should be free, including weekends.

Tokos reported that they only had permit zones that would be $45 a month at the Abbey, Fall and Bay Blvd lots. Emond and Goplen thought this was cheap. Guloien asked who would be eligible for the Tier 1 zone. Tokos reported that the Committee talked about a hunting permit with no guarantees that there would be a space available. Those who would pay for permits were the ones that would be there frequently enough to use them, such as employees and the commercial fishing community. The Port would give the city a list of commercial fishermen who would be eligible for permits. This would be their own Tier 2 permits, by invitation only, and would apply to the east side parking permits. The commercial fishing community permits would be for a 72 hour period because they would be out fishing for extended periods of time. These permits could be purchased on a monthly basis.

Goplen thought the Tier 1 permit prices were too cheap for 12 hour parking. She thought Tier 1 should be $65 and Tier 2 should be $45. Tokos reminded that the Committee discussed making the Tier 2 permit zones more attractive. They would want the Tier 2 to be cheaper to get people's behaviors to change. Malloy asked what the criteria was for monthly permits. Tokos pointed out they had to figure out how to vet this. Goplen thought they could limit these to people in certain zip codes. Guloien thought they could have a preapproved list for the specific permit types. Tokos suggested they have local business give lists of people eligible for the permits. Bretz thought it was a good theory, but noted that the Port was challenged in vetting this because people were motivated to skirt the system any way they could. He thought the easiest way to do it was to tie it to a business owner who could vouch that somebody worked for them. Tokos thought they could have businesses provide a list of people eligible and then limit the permits to that.

Guloien explained another way to restrict eligibility was to set up a way for people to apply for permits on their phone, and then ask them to submit required documents. The city would then have to look at the attached document to approve them for the permit. Tokos reported the city didn't have staff to do this and thought the easiest way to do this was for businesses to provide email addresses. Goplen thought this would still have logistics because they would have to determine how many permits were allowed for each business. Tokos thought that if they got the pricing right they could do this for Canyon Way or Lee Street. He noted the west side would be paid only on the street and never an option for the permits. Goplen thought that Tier 1 should be $65 but the fishing should be $45. Bretz reported the fishing community would be unhappy about this, but he thought this seemed reasonable. He suggested

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that instead of saying commercial fishing community, they should use the terminology "commercial fishermen" because no one used that term.

Tokos stated that what he heard was the Committee was comfortable with the Tier 1 level. Malloy thought there should be a significant difference between Tier 1 and 2. Emond suggested $70 and $30. Tokos asked if there was any issues on setting the fees at a certain level. Guloien thought they could make the two different tiers at whatever prices they wanted, and then give store owners a number of discounted employee permits from the cost of the $70 and $30 permits. This would motivate people to drive to other lots by giving them a better price. Guloien suggested that the discount on the $30 Tier 1 permit for an employee be $20. She noted they could gather custom fields to find out where the person's employment was and then set a certain number of permits per business. Once these were sold, nobody else would be able to get them. Tokos noted the city didn't want to get into individualized reviews for permits. He thought they could say the base price for Tier 1 was $65 and $45 for employees, then have the Tier 2 base price be $45 and $25 for employees. Then the businesses would give a list of employees to the city. Tokos pointed out that not all of the employees were going to want to pay these prices. Goplen thought having the Tier 2 at $25 would be fine. Emond thought the Committee talked about how the pricing wouldn't be set by ordinance so they could easily change it. Tokos explained they would need to be set by resolution and could be changed easily. Emond was more concerned about how they would validate the permits for residential areas. Tokos reported they could use utility bills to confirm this. Guloien also noted that if the city had a list of all the addresses that were eligible, T2 could upload them to determine if they were eligibile. Tokos thought this would be easier than having employers provide lists. Malloy asked if all businesses on the Bayfront paid the parking districts fees. Tokos confirmed they did on their business licenses. The Council resolution effectively said that once there was an alternative way for paying for maintenance for these lots and other improvement there, this should be something that went away. Malloy thought this might incentivize business owners to have their employees pay for parking.

Tokos acknowledged the letters received from Cris Torp, and Janet Webster. Tokos pointed out the responses he gave to Webster. If the Committee had questions on these, they could discuss them at the next meeting.

6. **Public Comment.** Michael Rioux addressed the Committee and reported that he was the Chair of the Bike and Pedestrian Advisory Committee. Their committee was trying to make Newport more walkable and bikeable. They were trying to get their ideas out to different committees about what the they were doing and how they could work with the groups to achieve their goals. Rioux wanted to talk with this committee at some point about implementing city wide bicycle parking. They wanted to collaborate to get people to ride their bikes to the bayfront but stay in other areas in the city. Rioux reported they could reach out to city representative, Beth Young to set up a joint meeting at some point.

Malloy reported the parking position was closed, and they had nine applicants. When they narrowed down the field for interviews they would reach out to the panel for a different group who would work with their staff to decide who should move forward. Goplen asked what happened if the city lost the funding for the enforcement position. Tokos said this was a question on how the position was paid for. Through the budgeting process they would determine if the city wanted this funded through revenues from the parking fund, instead of being commingled with the general fund. This had its advantages because it was easier for people to look at collections and enforcement fees in one fund and made it more transparent. Malloy noted that the parking position with the police department was funded through the general fund. If for some reason they lost the permit meter revenues, the city would have to determine if the position would be absorbed through the general fund.

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Tokos would share the information he received from T2, how the contracts were coming together, and if anyone had concerns.

7. **Adjournment.** Having no further business, the meeting adjourned at 8:11 p.m.

Respectfully submitted,

_____

Sherri Marineau
Executive Assistant

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Derrick Tokos

From:	Poppy Guloien <poppy.guloien@t2systems.com>
Sent:	Wednesday, March 15, 2023 1:34 PM
To:	Derrick Tokos
Subject:	Decals, Reduced Warranty Pricing and List of Changes since RFP Submission
Attachments:	City of Newport OR Solution Pricing Summary Final.xlsx; 23-03-15 Q-30881 City of Newport OR - 1 Mobile LPR Comsonics.pdf

Hello Derrick,

It was nice to speak with you today. As follow-up to my action items from our discussion:
The price for T2MobilePay decals is $15 per 3 decals which are intended to be added to the pay stations. I have attached a photo of a pay station with the three decals in question on them for your consideration. Additional sizes are available at different prices so if you are looking for a specific size, let me know and I will price it out for you.

I spoke with management and if you are able to pay all four years of warranty up front we can offer a special reduced rate of $700 per pay station per year or total for ten pay stations for four years =$28,000. Please note first year of warranty is included at no cost. Let me know if you want me to add this to the quote.

The items that changed from our original submission to your RFP are as follows:
- Added 45 signs to the T2 MobilePay quote
- Increased number of pay stations from 5 – 10
- Added coin acceptance with two coin collection boxes per pay station and keys
- Upgraded COSMO pay stations to do credit card transactions EMV and Contactless – increases base unit price and adds SecurePay merchant account setup charge and monthly subscription
- Removed Data Connect plan and SIM cards as Newport has decided they will provide their own
- Added extend by phone functionality
- Changed pay station training from in-person to remote
- UPsafety removed data plan – client to provide sim card for handheld

I also found an error in the original quote we did for LPR and it was corrected on the last quote I sent to you but we will honor the pricing from the RFP pricing so the attached quote is a revised to reflect the same pricing that was on your RFP. Sorry for any confusion.

I have also attached an updated 5 year summary with the new warranty pricing added and all updated pricing from the quotes I sent you in my previous email as well as the amended LPR quote attached to this email.

At least the total summary amount has come down a bit so you don't have to ask for as much additional funding in your meeting.
Definitely take some time to think about the extra costs that I have outlined on the spreadsheet that are not factored in so you ensure you have funding slated for those items as well…for paper etc.

Thank you for your patience in awaiting this information. As always, please let me know if you have any further questions or concerns.

Poppy Guloien

REGIONAL SALES MANAGER, MUNICIPAL AND COMMERCIAL

T2 Systems, a Verra Mobility Company

Direct: 403-998-7972
Toll Free: 888-687-6822
T2Systems.com

Indianapolis, IN 46240

Disclaimer

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This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.

Summary of Quotes

	Year 1	Year 2	Year 3	Year 4	Year 5	5 Year Total	
Upsafety	$ 8,532.50	$ 3,168.00	$ 3,168.00	$ 2,748.00	$ 2,748.00	$ 20,364.50	Plus paper
						$ -	
T2 MobilePay	$ 2,959.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	$ 6,959.00	Plus transaction and gateway fees.
						$ -	Validation and Impressions not included.
Mobile LPR	$ 68,296.95	$ 8,574.20	$ 8,805.41	$ 9,048.18	$ 9,303.08	$ 104,027.82	
Pay stations	$ 95,876.50	$ 11,400.00	$ 11,400.00	$ 11,400.00	$ 11,400.00	$ 141,476.50	Plus paper and cleaning supplies
						$ -	Extend by phone transaction fees
Pay station warranty		$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 7,000.00	$ 28,000.00	Price if 4 years paid up front
						$ -	
Total	$ 175,664.95	$ 31,142.20	$ 31,373.41	$ 31,196.18	$ 31,451.08	$ 300,827.82	

The items that changed from our original submission to your RFP are as follows:

Added 45 signs to the T2 MobilePay quote

Increased number of pay stations from 5 – 10

Added coin acceptance with two coin collection boxes per pay station and keys

Upgraded COSMO pay stations to do credit card transactions EMV and Contactless – increases base unit price and adds SecurePay merchant account setup charge and monthly subscription

Removed Data Connect plan and SIM cards as Newport has decided they will provide their own

Added extend by phone functionality

Changed pay station training from in-person to remote

UPsafety removed data plan – client to provide sim card for handheld

T2 Systems - Confidential Quotation

T2 SYSTEMS

For: City of Newport - OR
Quote: Q-30857
Date: 12/14/2022
Expires: 3/14/2023

Bill To:
City of Newport - OR
169 SW Coast Hwy
Newport, Oregon 97365
United States

Ship To:
City of Newport
169 SW Coast Highway
Newport, OR 97365
United States

Prepared By:
Poppy Guloien

Derrick Tokos
541.574.0626
d.tokos@newportoregon.gov
EIN: TBD

Prepared For:
Derrick Tokos

Subscriptions

Product Code	Product Name	Quantity	Sales Price	Total
100.3212	T2 MobilePay Base Subscription	1.00	USD 1,000.00	USD 1,000.00
$83.33 BILLED MONTHLY (ANNUAL PRICE SHOWN) Per Iris Profile, per month. Includes 100 system-wide transactions and 200 system-wide public messages per month. Unlimited zones can be added.				
100.3231	T2 MobilePay Transaction Fee Tier 4 - Pay as you go	0.00	USD 0.27	USD 0.00
INVOICED MONTHLY BASED ON TRANSACTION VOLUME Per transaction charge of $0.27 cents for any transaction over the 100 subscribed monthly total. Example: 1,000 monthly transactions processed. Billing would be 900 x $0.27 = $243				
100.3221	T2 MobilePay Gateway	0.00	USD 0.12	USD 0.00
INVOICED MONTHLY BASED ON TRANSACTION VOLUME Gateway billed at $0.12 per transaction using an NMI approved processor. List of approved processors attached. Example: 1,000 monthly transactions processed. Billing would be 1,000 x $0.12 = $120 Processing fees are incurred with your own processor. T2 is not involved with those rates.				
			TOTAL:	USD 1,000.00

Services

Product Code	Product Name	Quantity	Sales Price	Total
100.3217	T2 MobilePay Implementation	1.00	USD 249.00	USD 249.00
ONE-TIME CHARGE Profile setup of T2 MobilePay. 1 Profile required per bank account. Includes Five (5) 10x18 Dibond signs. Additional signs can be ordered at any time. Iris Profile: New Profile				

Product Code	Product Name	Quantity	Sales Price	Total
100.1108	T2 Iris Profile Set-Up	1.00	USD 0.00	USD 0.00
ONE-TIME CHARGE Profile setup of T2 Iris cloud-based management software. Already included with your pay station account so discounted 100%.				
100.0060	Remote Training - T2 Iris - up to 2 hours	0.00	USD 250.00	USD 0.00
Already included with paystation purchase.				
			TOTAL:	USD 249.00

Hardware

Product Code	Product Name	Quantity	Sales Price	Total
105.0640	T2 MobilePay 5 10x18 signs included with implementation - Option 2	1.00	USD 0.00	USD 0.00
Five (5) 10x18 Dibond signs included with implementation at no additional cost.				
105.0640	T2 MobilePay 5 10x18 signs included with implementation - Option 2	45.00	USD 38.00	USD 1,710.00
45 additional 10x18 dibond signs				
			TOTAL:	USD 1,710.00

Other

Product Code	Product Name	Quantity	Sales Price	Total
***	Comment	1.00	USD 0.00	USD 0.00
Customizable Convenience Fee – Create a zone specific convenience fee to pass on to the parker and keep 100%. This fee can be used to offset the monthly charges of T2 MobilePay. T2 does not take any convenience fee revenue.				
***	Comment	1.00	USD 0.00	USD 0.00
T2 MobilePay is an Iris Software add-on. Customer to provide One (1) month of notice if you would like to cancel --- Additional pricing available upon request for Validations, Ad Impressions, Signage, and Pay Station Decals.				
***	Comment	1.00	USD 0.00	USD 0.00
Optional Advertising Impression Pricing $80 – 1,000 Impressions $300 – 5,000 Impressions $400 – 10,000 Impressions $800 – 25,000 Impressions $1,200 – 50,000 Impressions $2,000 – 100,000 Impressions				
***	Comment	1.00	USD 0.00	USD 0.00
Optional Validator Accounts $20 Implementation per Account $20 Subscription per month per Account				
			TOTAL:	USD 0.00

Net Total: USD 2,959.00

Tax Amount: USD 0.00

Total: USD 2,959.00

Additional Information:
Freight Term:
Payment Terms:
IRIS Profile:
End User: City of Newport - OR
GP Customer Number:

Billing Terms

Software subscriptions are invoiced upon Activation.

Terms and Conditions for Digital Iris services are available at:
http://www.t2systems.com/terms-conditions

Upon shipping, 100% of order will be invoiced, with the exceptions of (if applicable):
- Software subscriptions, as outlined above;
- Upon provision, 100% of services, training and/or installation will be invoiced.

As indicated on quote - Shipping costs are to be determined at time of shipment, are estimates only or are set amounts. Actual costs will be reflected on invoices unless set amount has been provided.

Tax rate, if applicable, will be finalized at time of invoicing.

Invoices paid via credit card will incur a 2.5% convenience fee.

Purchase orders can be forwarded to purchaseorders@t2systems.com

Terms and Conditions of Sale are available at http://www.t2systems.com/terms-conditions

Project Term and Change Management

The parties anticipate that T2's Service will begin 10 business days after the dates sales order. The parties estimate that services will be complete within 120 days from start of the project. The timeline may be extended due to availability of required Equipment and Software, availability of client or T2 personnel, changes to the project scope or functional specification. in addition to schedule changes, changes in the Project may result in additional fees such as project re-engagement and/or change orders.

In the event that the scope changes, the Customer will be notified in advance and must provide written approval (via a signed Change Order) to proceed. The new scope will not proceed until the Change Order is executed.
Quote Number: Q-30857
PO Required?

IF "NO" IS SELECTED UNDER PO REQUIRED, CUSTOMER ACCEPTS RESPONSIBILITY TO PROCESS CONTRACT PAYMENT WITHOUT RECEIPT OF PURCHASE ORDER NUMBER.

Customer

_____
Signature

_____
Print Name

_____
Title

_____
Date

_____
PO #

United Public Safety, Inc. - Confidential Quotation
a T2 Systems Company
8900 Keystone Xing, Suite 700
Indianapolis, IN 46240-4697

UPSAFETY®
a T2 SYSTEMS company

For:	City of Newport, OR
Quote ID:	Q-30854
Date Issued:	12/14/2022
Expires:	3/14/2023

Bill To:
City of Newport, OR
169 SW Coast Highway
Newport, Oregon 97365
United States

Prepared By:
Poppy Guloien

Prepared For:
Derrick Tokos

Ship To:
City of Newport
169 SW Coast Highway
Newport, OR 97365
United States

Derrick Tokos
541.574.0626
d.tokos@newportoregon.gov
EIN: 93-6002222

Subscriptions

Product Name	Product Code	Quantity	Sales Price	Total
CiteGuard Warranty				
Year 1 @ $35 per handheld per month billed annually	100.5006	1.00	USD 420.00	USD 420.00
Subscription Service - CityCite® Mobile License(s)				
Year 1 @ $229 per handheld per month billed annually	100.5000	1.00	USD 2,748.00	USD 2,748.00
			TOTAL:	USD 3,168.00

Services

Product Code	Product Name	Quantity	Sales Price	Total
100.5029	Personalized Webinar Training	1.00	USD 895.00	USD 895.00
100.5014	UPsafety Client Cloud Setup & Customization	1.00	USD 1,875.00	USD 1,875.00
			TOTAL:	USD 2,770.00

Hardware

Product Code	Product Name	Quantity	Sales Price	Total
105.0765	XF Print All-in-One Enforcement Handheld Package	1.00	USD 2,425.50	USD 2,425.50
663.1000	Paper 3in Plain Polyvinyl Thermal, 200 3.2 Appleton, 80mm- Hgp-3 Printer (50 rolls)	1.00	USD 169.00	USD 169.00
			TOTAL:	USD 2,594.50

Other

Product Code	Product Name	Quantity	Sales Price	Total
***	Comment	1.00	USD 0.00	USD 0.00
City to provide own data plan. Must send SIM card to attention Gagan Randhawa 4105 Grandview Hwy, Burnaby, BC V5C 4J1 to be installed in handheld prior to shipping to customer.				
***	Comment	1.00	USD 0.00	USD 0.00
City of Newport has decided not to engage T2 for Registered owner lookups or notice mailing. Should the city choose to add these services at a later date they will be billed at: Notice mailing = $1 per notice including stamp and stationary Out of state lookups at $2.50 per owner found In state lookups at cost subject to city providing requestor code.				
			TOTAL:	USD 0.00

Year 1 Total: USD 8,532.50
Year 2 Total: USD 3,168.00
Year 3 Total: USD 3,168.00
Year 4 Total: USD 2,748.00
Year 5 Total: USD 2,748.00

Net Total: USD 20,364.50

Tax Amount: USD 0.00
Tax Comments: N/A

Total: USD 20,364.50

Additional Information:
Freight Term:
Payment Terms:
IRIS Profile:
End User: City of Newport, OR
GP Customer Number: 4558

Billing Terms
Variable cost services utilized additional.

Shipping additional.

Inquire with your Sales Representative about Up Front Cost Amortization options.

Tax rate, if applicable, will be finalized for calculation at time of invoicing.

Invoices paid via credit card will incur a 2.5% convenience fee.

Purchase orders can be forwarded to purchaseorders@t2systems.com

Quote Number: Q-30854

Customer

_____
Signature

_____
Print Name

_____
Title

_____
Date

_____
PO #

Organization
United Public Safety, Inc.
_____
Signature

_____
Print Name
Joe Weiler
_____
Title
Vice President of Sales Operations
_____
Date
_____

T2 Systems - Confidential Quotation

For: City of Newport, OR
Quote: Q-30906
Date: 12/16/2022
Expires: 3/16/2023

Bill To:
City of Newport, OR
169 SW Coast Highway
Newport, Oregon 97365
United States

Prepared By:
John Cowley

Prepared For:
Derrick Tokos

Ship To:
City of Newport
169 SW Coast Highway
Newport, OR 97365
United States

Derrick Tokos
541.574.0626
d.tokos@newportoregon.gov
EIN: 93-6002222

Subscriptions

Product Code	Product Name	Base Unit Price	Quantity	Discount %	Sales Price	Total
104.0033	T2 Iris Core Legacy Monthly Subscription Bundle	USD 0.00	10.00	0.000	USD 0.00	USD 0.00
100.7111	T2 SecurePay - Monthly Subscription	USD 35.00	10.00	0.000	USD 420.00	USD 4,200.00
To be billed at $35 per unit per month						
100.7219	Extend-By-Phone** (Month)	USD 10.00	10.00	0.000	USD 60.00	USD 600.00
To be billed $5 per unit per month --- Extend-By-Phone is charged a specified rate per month, per pay station, to enable the service. Add-time transactions completed using the service are charged an additional $0.25 each. Expiry notifications are not charged.						
100.7101	T2 Iris Core (Month)	USD 70.00	10.00	0.000	USD 600.00	USD 6,000.00
to be billed $50 per unit per month						
100.7201	Coupons (Month)	USD 10.00	10.00	0.000	USD 60.00	USD 600.00
to be billed $5 per unit per month						
					TOTAL:	USD 11,400.00

Services

Product Code	Product Name	Base Unit Price	Quantity	Discount %	Sales Price	Total
100.1108	T2 Iris Profile Set-Up	USD 1,000.00	1.00	50.000	USD 500.00	USD 500.00
100.7113	T2 Secure Pay - Terminal Setup Charge	USD 25.00	10.00	0.000	USD 25.00	USD 250.00
Must use FirstData as the data processor if doing Contactless. Can use either FirstData or Elevon if just adding EMV without Contactless option.						
100.7112	T2 Secure Pay - Merchant Account Setup Charge	USD 400.00	1.00	0.000	USD 400.00	USD 400.00

Must use FirstData as the data processor if doing Contactless.
Can use either FirstData or Elevon if just adding EMV without Contactless option.

| 100.0057 | Remote Training - up to 6 hours | USD 500.00 | 2.00 | 0.000 | USD 500.00 | USD 1,000.00 |
| | | | | | **TOTAL:** | USD 2,150.00 |

Hardware

Product Code	Product Name	Base Unit Price	Quantity	Discount %	Sales Price	Total
104.0001	Luke II/Luke Cosmo Bundle	USD 0.00	10.00	0.000	USD 0.00	USD 0.00
900.0096	Luke® Cosmo+ Coin P2PE CL Solar	USD 13,995.00	10.00	50.000	USD 6,997.50	USD 69,975.00
The EMV credit card readers are secure devices with anti-tampering controls. If a reader is disassembled, opened up or experiences violent impact, it will be put into a Tampered state and cannot be repaired or redeployed. Card readers that have a Tampered status are not eligible for warranty coverage.						
880.4131	Platform - Pay Station 8 - LC	USD 0.00	10.00	0.000	USD 0.00	USD 0.00
Software Maintenance subscription is a requirement for upgrades and ongoing support for PS8. --- Ongoing subscriptions are billed annually. Subscriptions and support shall be automatically renewed for an additional term of one year, effective immediately after the expiration of any then-current term unless either T2 or Subscriber gives written notice of nonrenewal to the other at least thirty days in advance of the expiration of the then-current term						
880.4104	Modem Kit-Internal LTE Verizon L2V5/LC	USD 920.00	10.00	50.000	USD 460.00	USD 4,600.00
CUSTOMER TO SOURCE OWN SIM AND DATA PLAN NOT USING DATA CONNECT PLAN						
880.4101	Lock Maintenance-LC	Included	10.00	0.000	Included	USD 0.00
CREATE NEW						
450.0018	Key-Green Ex.Access-C	USD 33.00	2.00	50.000	USD 16.50	USD 33.00
450.0019	Key-Yellow Ex.Access-C	USD 33.00	1.00	50.000	USD 16.50	USD 16.50
880.4102	Lock Collection-LC	Included	10.00	0.000	Included	USD 0.00
CREATE NEW						
450.0018	Key-Green Ex.Access-C	USD 33.00	2.00	50.000	USD 16.50	USD 33.00
450.0019	Key-Yellow Ex.Access-C	USD 33.00	1.00	50.000	USD 16.50	USD 16.50
115.0771	Coin Canister-LC	USD 600.00	20.00	50.000	USD 300.00	USD 6,000.00
Includes collection spares						
450.0006	Key-Hopp/Canister Acc-S/LR/L2/LC	USD 10.00	2.00	50.000	USD 5.00	USD 10.00
880.4107	USB Service Key, Industrial Grade 1GB-C	USD 65.00	1.00	50.000	USD 32.50	USD 32.50
663.0027	Paper 2in - For High Moisture	USD 41.00	10.00	0.000	USD 41.00	USD 410.00
100.1110	Multilingual Software	USD 340.00	10.00	100.000	USD 0.00	USD 0.00
					TOTAL:	USD 81,126.50

Other

Product Code	Product Name	Base Unit Price	Quantity	Discount %	Sales Price	Total
100.2020	Estimated Shipping and Handling	USD 0.00	1.00	0.000	USD 1,200.00	USD 1,200.00
Freight quoted is ESTIMATE only. Actual cost to be reflected on invoice.						
***	Comment	USD 0.00	1.00	0.000	USD 0.00	USD 0.00
Installation not included in quote. *** Please review all details on this quote, including ship to address, EIN number, and key code. If you would like to proceed with placing this order, please submit a matching signed quote or purchase order to: quotes@t2systems.com Invoices paid via credit card will incur a 2.5% convenience fee.						
					TOTAL:	USD 1,200.00

Net Total: USD 95,876.50

Tax Amount: USD 0.00
Tax Comments: N/A

Total: USD 95,876.50

Additional Information:
Freight Term:
Payment Terms:
IRIS Profile: new profile
End User: City of Newport, OR
GP Customer Number: 4558

Billing Terms

Software subscriptions are invoiced upon Activation.

Terms and Conditions for Digital Iris services are available at:
http://www.t2systems.com/terms-conditions

Upon shipping, 100% of order will be invoiced, with the exceptions of (if applicable):
- Software subscriptions, as outlined above;
- Upon provision, 100% of services, training and/or installation will be invoiced.

As indicated on quote - Shipping costs are to be determined at time of shipment, are estimates only or are set amounts. Actual costs will be reflected on invoices unless set amount has been provided.

Tax rate, if applicable, will be finalized at time of invoicing.

Invoices paid via credit card will incur a 2.5% convenience fee.

Purchase orders can be forwarded to purchaseorders@t2systems.com

Terms and Conditions of Sale are available at http://www.t2systems.com/terms-conditions

Project Term and Change Management

The parties anticipate that T2's Service will begin 10 business days after the dates sales order. The parties estimate that services will be complete within 120 days from start of the project. The timeline may be extended due to availability of required Equipment and Software, availability of client or T2 personnel, changes to the project scope or functional specification. in addition to schedule changes, changes in the Project may result in additional fees such as project re-engagement and/or change orders.

In the event that the scope changes, the Customer will be notified in advance and must provide written approval (via a signed Change Order) to proceed. The new scope will not proceed until the Change Order is executed.
Quote Number: Q-30906
PO Required?

IF "NO" IS SELECTED UNDER PO REQUIRED, CUSTOMER ACCEPTS RESPONSIBILITY TO PROCESS CONTRACT PAYMENT WITHOUT RECEIPT OF PURCHASE ORDER NUMBER.

Customer

_____
Signature

_____
Print Name

_____
Title

_____
Date

_____
PO #

T2 Systems - Confidential Quotation

T2 SYSTEMS

For: City of Newport, OR
Quote ID: Q-30881
Date Issued: 12/15/2022
Expires: 3/15/2023

Bill To:
City of Newport, OR
169 SW Coast Highway
Newport, Oregon 97365
United States

Ship To:
City of Newport
169 SW Coast Highway
Newport, OR 97365
United States

Prepared By:
Poppy Guloien

Prepared For:
Derrick Tokos

Derrick Tokos
541.574.0626
d.tokos@newportoregon.gov
EIN: 93-6002222

Subscriptions

Product Name	Product Code	Quantity	Sales Price	Total
T2 Partner Product - LPR Managed Service One Patroller Connection (Year)				
Year 1	100.0110	1.00	USD 324.00	USD 324.00
T2 Partner Product - LPR Managed Service 2.0 (Year)				
Year 1	100.0099	1.00	USD 3,780.00	USD 3,780.00
T2 Partner Product - LPR Managed Service Upgrade to Pay-by-Plate (Year)				
Year 1	100.0115	1.00	USD 300.00	USD 300.00
T2 Partner Product - ComSonics Preventative Maintenance				
Year 1	100.3459	1.00	USD 3,950.00	USD 3,950.00
			TOTAL:	USD 8,354.00

Services

Product Code	Product Name	Quantity	Sales Price	Total
100.2852	T2 Partner Product - LPR Mapping License Including Data For North America - Per Vehicle License	1.00	USD 500.00	USD 500.00
100.2818	T2 Partner Product - LPR Permit Zone Configuration Svcs for Mobile City w/ or w/o Wheel Imagine Pkg	1.00	USD 1,100.00	USD 1,100.00
100.2391	T2 LPR Integration Prime Project Management	1.00	USD 6,000.00	USD 6,000.00
100.3411	T2 Partner Product - ComSonics Mobile Installation	1.00	USD 4,000.00	USD 4,000.00

Product Code	Product Name	Quantity	Sales Price	Total
100.3429	T2 Partner Product - ComSonics Project Management Services	1.00	USD 1,000.00	USD 1,000.00
100.2947	T2 Partner Product - LPR Ext Warranty-Au-K-Oxx Kit w/ Adv Replacement Coverage 4 Addt Year	1.00	USD 12,774.40	USD 12,774.40
100.2953	T2 Partner Product - LPR Au-K-Oxx-Adv Swap Warr Svcs Upgr From Return/Repair For First Year Of Sale	1.00	USD 723.55	USD 723.55
			TOTAL:	USD 26,097.95

Hardware

Product Code	Product Name	Quantity	Sales Price	Total
100.3014	T2 Partner Product - LPR SharpZ3 850nm Overtime Kit	1.00	USD 27,445.00	USD 27,445.00
100.2899	T2 Partner Product - LPR Panasonic Toughpad Fz-G2 With Verizon Lte Complete Kit	1.00	USD 6,400.00	USD 6,400.00
			TOTAL:	USD 33,845.00

Year 1 Total: USD 68,296.95
Year 2 Total: USD 8,574.20
Year 3 Total: USD 8,805.41
Year 4 Total: USD 9,048.18
Year 5 Total: USD 9,303.08

Net Total: USD 104,027.82

Tax Amount: USD 0.00
Tax Comments: N/A

Total: USD 104,027.82

Additional Information:
Freight Term:
Payment Terms:
IRIS Profile:
End User: City of Newport, OR
GP Customer Number: 4558

Billing Terms

Upon processing of order, invoice issuance for Professional Services will be 25% at time of booking, 50% at the time of sample delivery and 25% at project completion.

Travel invoiced as incurred.
Hardware, including subcontractor hardware, and shipping invoiced at the time of delivery.
Subscriptions invoiced upon receiving access to the licensed product.
Stand-alone Managed Services or Preventative Maintenance orders are invoiced 100% upon order processing.

Tax rate, if applicable, will be finalized for calculation at time of invoicing.

Invoices paid via credit card will incur a 2.5% convenience fee.

Purchase orders can be forwarded to purchaseorders@t2systems.com

Quote is developed in conjunction with the applicable Statement of Work. If any billing term language conflicts occur, Standard Billing Term section in Statement of Work document takes precedence.

Quote Number: Q-30881
PO Required?

IF "NO" IS SELECTED UNDER PO REQUIRED, CUSTOMER ACCEPTS RESPONSIBILITY TO PROCESS CONTRACT PAYMENT WITHOUT RECEIPT OF PURCHASE ORDER NUMBER.

Customer

_____
Signature

_____
Print Name

_____
Title

_____
Date

_____
PO #

T2 SecurePay

INDUSTRY-LEADING DATA SECURITY

T2 SecurePay provides an **industry-leading layer of card data security to your T2 Pay Stations and PARCS hardware**. T2 SecurePay uses PCI validated Point-to-Point Encryption (PCI P2PE) – the highest level of encryption technology – to ensure that no cardholder data is exposed during the payment transaction.
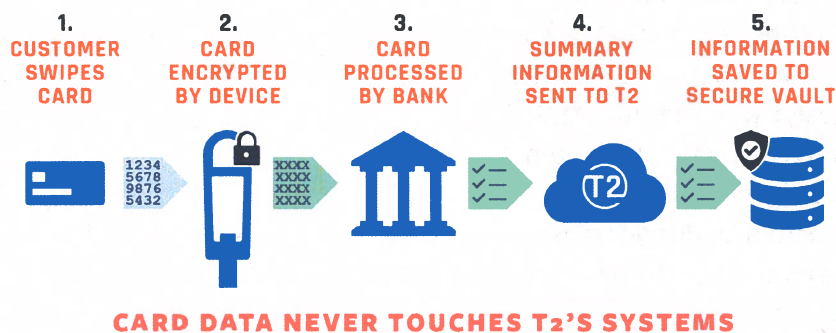
This PCI P2PE technology protects card data from being stolen or harvested by malware when patrons use their cards at your parking payment terminal. Since the cardholder data is encrypted inside the card reader, it makes the card data useless and void of any value if a malware attack is attempted on the equipment or during transit over the internet to the payment gateway.

T2 SecurePay is available for all new T2 Pay Stations and PARCS hardware, and can also be easily retrofitted to existing equipment.

BENEFITS

- Provides peace of mind as your parkers' card data is encrypted in the payment terminal's card reader
- Reduces the complexity of your annual PCI audit by up to 90 percent
- Reduces the risk of security breaches
- Supports credit card data reads from EMV (chip), contactless (tap), or magnetic stripe
- Reduces chargebacks caused by fraudulent charges

INCLUDES

- PCI validated Point-to-Point Encryption for EMV, contactless, and magnetic stripe transactions
- Payment gateway to securely route card transactions to processors
- Ongoing support and maintenance to keep your system up-to-date and running smoothly

T2 SecurePay™: How It Works

1. CUSTOMER SWIPES CARD

2. CARD ENCRYPTED BY DEVICE

3. CARD PROCESSED BY BANK

4. SUMMARY INFORMATION SENT TO T2

5. INFORMATION SAVED TO SECURE VAULT

1234 5678 9876 5432

XXXX XXXX XXXX XXXX

CARD DATA NEVER TOUCHES T2'S SYSTEMS

KEY CONCEPTS & TERMINOLOGY

EMV: Acronym which stands for Europay, MasterCard, and Visa, the three companies that defined the EMV standard. EMV uses an integrated chip that is embedded in consumers' credit cards, and it is the global standard for chip cards and the readers used to authenticate chip card transactions. Using EMV protects against criminals making fraudulent cards, as the chip is designed to be difficult to copy. It does not perform encryption to prevent data breaches from occurring.

Malware: A term that describes all forms of malicious software (i.e. viruses) designed to cause havoc on a computer.

Encryption: The process of converting information or data into a code, especially to prevent unauthorized access. It is a method of protecting data from people you don't want to see it. To read an encrypted file, you must have access to a secret key or password that enables you to decrypt it.

End-to-End Encryption (E2EE) *Good Level of Security*	Point-to-Point Encryption (P2PE) *Better Level of Security*	PCI Validated Point-to-Point Encryption (PCI P2PE) *Best Level of Security*
This is the current standard encryption technology that is being used for payment applications in the parking industry. It is a good security method; however, there is risk associated with this method. Since your cardholders' data is encrypted at the software level, malware can be written to intercept or take pictures of unencrypted/unsecured data sitting in the computers' memory. This allows malware to pick up that information and harvest it.	Point-to-Point Encryption transfers data directly from the point a card is swiped or inserted at the payment terminal to the point that the relevant banking service receives those details, with no other systems in between, making it a much more secure process. No card data is stored on your network or parking payment terminal. Since the cardholder data is encrypted inside the card reader, it makes the card data useless and void of value when any malware or skimming attack is attempted on the card reader, at the point-of-sale system, or during transit over the internet to the payment gateway.	Expanding upon P2PE, the solution has been validated by an independent, third-party Quality Security Assessor (QSA) and has been accepted to the PCI P2PE standard. T2 SecurePay has achieved PCI P2PE acceptance.

ABOUT T2 SYSTEMS

T2 Systems is the largest parking, mobility, and transportation provider in North America, with more than 25 years in the parking industry and currently serving thousands of parking professionals. T2 integrates the best people, processes, and technology to provide powerful, high performance, and secure parking solutions. Its open technology and processes are used to manage more than 200 million parking transactions for over 2 billion dollars annually across all 50 states and ten provinces in Canada. Customers rely on T2 for permit management, enforcement, PARCS, multi-space pay stations, and more.

To learn more about T2's reliable and innovative parking technology solutions, visit T2systems.com.

(T2)SYSTEMS

Contactless Payments

SAFE, SECURE, AND FAST FOR HAPPIER CUSTOMERS

Consumers want payment options, and in today's marketplace contactless is front of mind, because it is fast, convenient, and helps create peace of mind. T2 delivers contactless payment options for T2 Luke® Pay Stations that help you operate efficiently, maintain high safety standards, and protect payment data. Meanwhile, consumers will benefit from shorter lines, faster transactions, and the option to pay with their smartphone.

Why Contactless Payments?

Contactless payments are ideal for low-value, traditionally cash-only transactions where speed is essential, such as fast food restaurants, convenience stores, movie theaters, mass transit, and now parking. These transactions are as secure as traditional card payment methods, incorporating a special security technology to help prevent fraud. For the parking operator, contactless payments allow consumers to pay more quickly while reducing costs related to cash collections and traditional card reader maintenance.

CONSUMER BENEFITS

- Fast and convenient way to pay
- As secure as traditional card payment transactions
- Supported by both Visa, MasterCard, Discover, and American Express
- Compatible with Apple Pay and Google Pay

OPERATOR BENEFITS

- Increased speed and number of transactions
- Reduced collections and cash handling by employees
- Increased consumer satisfaction
- Reduced pay station maintenance

HOW CONTACTLESS PAYMENTS WORK

Contactless payments are easy for consumers to make and easier for operators to maintain.

For Parking Operators

- When the pay station is ready to accept payment, the contactless NFC reader is activated
- The NFC reader recognizes an enabled payment card or device and exchanges payment account details in less than a second
- Transaction data is then authorized in real-time
- Contactless transaction limits are defined by the card's issuer, and can be per transaction or daily
  - T2 has no limits on contactless transactions
- Accepted contactless payment types are Visa, MasterCard, Discover, American Express, Apple Pay, and Google Pay

For Consumers

- When the pay station is ready to accept payment, the consumer waves their enabled payment card or mobile device over the contactless NFC reader on the pay station
- An EMV chip embedded in the payment card or NFC tag in the mobile device securely communicates with the pay station
- In seconds, a light and an electronic beep indicate an approved transaction
- The consumer collects their permit and leaves

DATA SECURITY

Today's economy thrives online, where cybercriminals look for opportunities to exploit systems for nefarious gain. T2 has been a leader in securing electronically processed payments for over 25 years, and we will never waver from that commitment.

T2 SecurePay provides an industry-leading layer of card data security to T2 Luke Pay Stations. T2 SecurePay uses PCI validated Point-to-Point Encryption (PCI P2PE) – the highest level of encryption technology – to ensure that no cardholder data is exposed during the payment transaction.

T2 SecurePay is required to utilize contactless payments with T2 Pay Stations. It is currently available in the US through FirstData and in Canada through Chase.

ABOUT T2 SYSTEMS

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To learn more about T2's reliable and innovative parking technology solutions, visit T2systems.com.

Derrick Tokos

From:	William Branigan <phantom41@gmail.com>
Sent:	Monday, March 20, 2023 4:44 PM
To:	Derrick Tokos
Subject:	Re: Change Order to Contract with T2 Systems, Inc. to Implement a Bayfront Parking Management Solution

Comment on changing pay station to accept chip.

Having been on Visa and Mastercard fraud advisory council while working, we'd be best to accept chip exclusively. The problem with mag stripe is the most common type of fraud and the easiest to capture info to put on a white plastic. If the person who's account was stolen tells his card issuer he did not make it, the charge comes back to us and we eat it.

Other with mag stripe is the reader is easily gummed up and needs to be cleaned frequently.
Chip is most secure and at this point all cards issued are chip enabled.

On Mon, Mar 20, 2023 at 09:39 Derrick Tokos <D.Tokos@newportoregon.gov> wrote:

Good morning,

Here is a link to a change order that the City Council will consider tonight to increase the not to exceed 5-year contract amount from $260,000 to $320,000.

https://www.newportoregon.gov/citygov/comm/cc/agenda/March_20_2023_City_Council_Agenda.pdf

The change order is needed to account for the following adjustments, all but the last of which we had previously discussed:

- Increased the number of pay stations from six (6) to ten (10). The map illustrating where the pay stations are to be located is included in the packet, with the one change you requested (moving a pay station to a location near the public restroom, across the street from Clearwater Restaurant).

- Added coin acceptance to the pay stations (previous quote was for credit card only). This includes two coin collection boxes per pay station and keys. I passed along that the Committee's preference was to avoid coin collection, and that the Police Department initially had concerns about staff time required to conduct both

1

Derrick Tokos

From:	Aaron Bretz <abretz@portofnewport.com>
Sent:	Monday, March 20, 2023 10:08 AM
To:	Derrick Tokos
Subject:	RE: Change Order to Contract with T2 Systems, Inc. to Implement a Bayfront Parking Management Solution

[WARNING] This message comes from an external organization. Be careful of embedded links.

Derrick, I fully support the change order. Everything adds more functionality to the system; accepting coin is the cheapest way to allow people to pay with a method other than a card, which is important both to people's right to not have to use credit/debit cards and also from an enforcement standpoint because it removes the argument that the City has not given people enough options to pay.

The larger quantity of pay stations also makes it easier for the patron as does text to pay and extend by text. Making it easier for the patron only encourages compliance.

Aaron T. Bretz
Director of Operations
Port of Newport
600 SE Bay Blvd.
Newport, OR 97365
(541) 406-0217
(541) 961-3904 cell

From: Derrick Tokos <D.Tokos@NewportOregon.gov>
Sent: Monday, March 20, 2023 9:39 AM
To: Aaron Bretz <abretz@portofnewport.com>; Aracelly Guevara <aguevara@charter.net>; Bill Branigan <Phantom41@gmail.com>; Doretta Smith <doretta@dorettasmith.com>; Gary Ripka <gripka@charter.net>; Jan Kaplan <J.Kaplan@NewportOregon.gov>; Janell Goplen <janellgoplen@gmail.com>; Robert Emond <robert@otsog.org>
Cc: Derrick Tokos <D.Tokos@NewportOregon.gov>; Sherri Marineau <S.Marineau@NewportOregon.gov>; Jason Malloy <J.Malloy@newportpolice.net>
Subject: Change Order to Contract with T2 Systems, Inc. to Implement a Bayfront Parking Management Solution

Good morning,

Here is a link to a change order that the City Council will consider tonight to increase the not to exceed 5-year contract amount from $260,000 to $320,000.
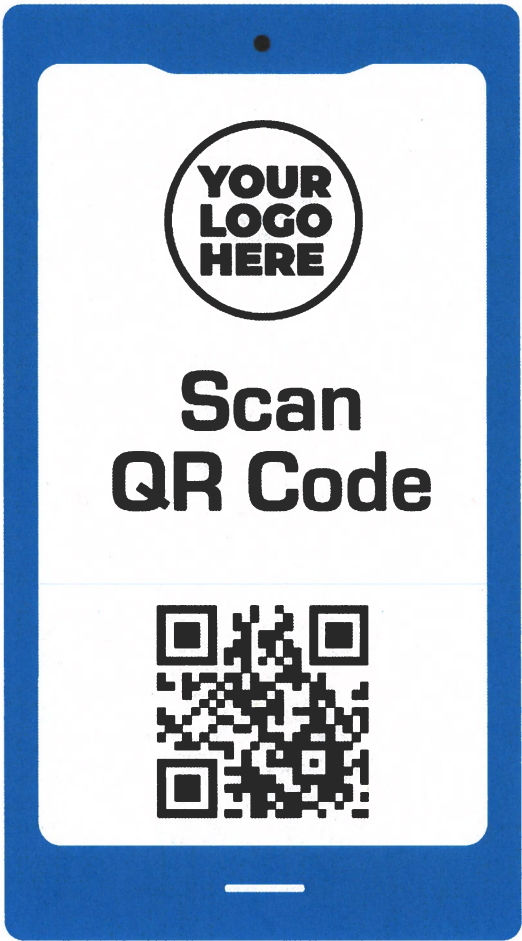 https://www.newportoregon.gov/citygov/comm/cc/agenda/March_20_2023_City_Council_Agenda.pdf

The change order is needed to account for the following adjustments, all but the last of which we had previously discussed:

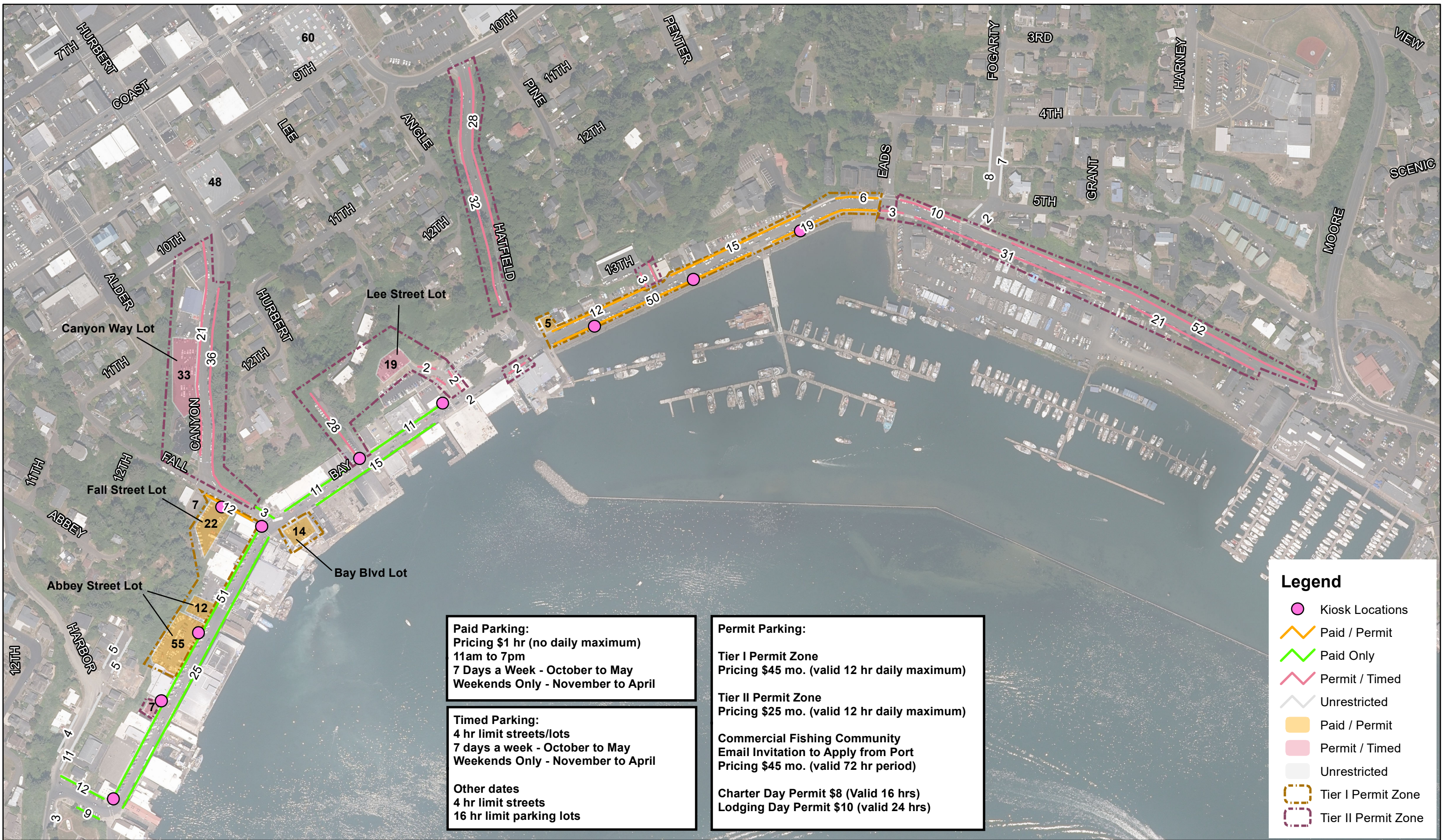# T2 MobilePay Decal Set of 3 for $15.00

- **Pay on your Phone**
- **QR Code**
- **Test to Park P Code**

PAY ON YOUR PHONE
TEXT **T2S123** TO **25023**

YOUR
LOGO
HERE

**Scan
QR Code**

TEXT
T2S123
TO **25023**

Draft Bay Front Parking Management Alternative

Legend

- 🟣 Kiosk Locations
- Paid / Permit
- Paid Only
- Permit / Timed
- Unrestricted
- Paid / Permit
- Permit / Timed
- Unrestricted
- Tier I Permit Zone
- Tier II Permit Zone

Paid Parking:
Pricing $1 hr (no daily maximum)
11am to 7pm
7 Days a Week - October to May
Weekends Only - November to April

Timed Parking:
4 hr limit streets/lots
7 days a week - October to May
Weekends Only - November to April

Other dates
4 hr limit streets
16 hr limit parking lots

Permit Parking:

Tier I Permit Zone
Pricing $45 mo. (valid 12 hr daily maximum)

Tier II Permit Zone
Pricing $25 mo. (valid 12 hr daily maximum)
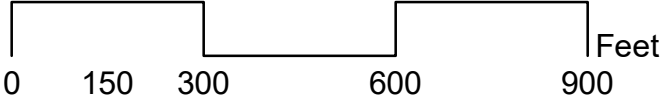
Commercial Fishing Community
Email Invitation to Apply from Port
Pricing $45 mo. (valid 72 hr period)

Charter Day Permit $8 (Valid 16 hrs)
Lodging Day Permit $10 (valid 24 hrs)

Canyon Way Lot
Lee Street Lot
Fall Street Lot
Abbey Street Lot
Bay Blvd Lot

City of Newport
Community Development Department
169 SW Coast Highway
Newport, OR 97365
Phone:1.541.574.0629
Fax:1.541.574.0644

Aerial Image Taken 2021
4-inch, 4-band Digital Orthophotos
Date: February 15, 2023

This map is for informational use only and has not been prepared for, nor is it suitable for legal, engineering, or surveying purposes. It includes data from multiple sources. The City of Newport assumes no responsibility for its compilation or use and users of this information are cautioned to verify all information with the City of Newport Community Development Department.

Feet
0   150   300   600   900

N

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Bay Front Parking Lots

Conceptual Cost Estimate

Exhibit 'A' - Abbey Street Lot

March 23, 2023

Chris Beatty, PE

ITEM	DESCRIPTION	UNIT	QUANTITY	Engineer's Estimate UNIT PRICE	TOTAL
1	MOBILIZATION	LS	1	$ 5,000.00	$ 5,000.00
2	PUBLIC NOTIFICATION	LS	1	$ 2,500.00	$ 2,500.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 5,000.00	$ 5,000.00
4	EROSION CONTROL	LS	1	$ 2,500.00	$ 2,500.00
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ 5,000.00	$ 5,000.00
6	FURNISH AND APPLY LEVEL 1 EMULSION SLURRY SEAL	SF	25,500.00	$ 0.50	$ 12,750.00
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	200.00	$ 10.00	$ 2,000.00
8	CRACK SEAL	LF	2,500.00	$ 1.50	$ 3,750.00
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	LF	20.00	$ 300.00	$ 6,000.00
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	2.00	$ 500.00	$ 1,000.00
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	1,500.00	$ 3.00	$ 4,500.00
12	ADA PARKING LEGEND	EA	4.00	$ 500.00	$ 2,000.00
	TOTAL PROJECT COSTS				$52,000.00
	TOTAL MINUS 10%			$	46,800.00
	TOTAL PLUS 20%			$	62,400.00
	TOTAL PROJECT COST RANGE ($47K - $63K)				

NOTES:

1. Slurry seal may not be required

Bay Front Parking Lots

Conceptual Cost Estimate

Exhibit 'B' - Fall Street Lot

March 23, 2023

Chris Beatty, PE

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
				Engineer's Estimate	
1	MOBILIZATION	LS	1	$ 2,000.00	$ 2,000.00
2	PUBLIC NOTIFICATION	LS	1	$ 1,000.00	$ 1,000.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 1,000.00	$ 1,000.00
4	EROSION CONTROL	LS	1	$ -	$ -
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ 3,000.00	$ 3,000.00
6	FURNISH AND APPLY LEVEL 1 EMULSION SLURRY SEAL	SF	12,000.00	$ 0.50	$ 6,000.00
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	600.00	$ 10.00	$ 6,000.00
8	CRACK SEAL	LF	1,000.00	$ 1.50	$ 1,500.00
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	LF	0.00	$ 300.00	$ -
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	0.00	$ 500.00	$ -
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	500.00	$ 3.00	$ 1,500.00
12	ADA PARKING LEGEND	EA	0.00	$ 500.00	$ -
	TOTAL PROJECT COSTS				$22,000.00
	TOTAL MINUS 10%			$	19,800.00
	TOTAL PLUS 20%			$	26,400.00
	TOTAL PROJECT COST RANGE ($20K- $27K)				

Bay Front Parking Lots
Conceptual Cost Estimate
Exhibit 'C' - Bay Boulevard Lot
March 23, 2023
Chris Beatty, PE

				Engineer's Estimate	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	MOBILIZATION	LS	1	$ 3,000.00	$ 3,000.00
2	PUBLIC NOTIFICATION	LS	1	$ 1,000.00	$ 1,000.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 1,000.00	$ 1,000.00
4	EROSION CONTROL	LS	1	$ 500.00	$ 500.00
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ -	$ -
6	2" GRIND WITH 2" OVERLAY	SF	6,000.00	$ 3.00	$ 18,000.00
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	150.00	$ 10.00	$ 1,500.00
8	CRACK SEAL	LF	0.00	$ 1.50	$ -
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	EA	4.00	$ 300.00	$ 1,200.00
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	1.00	$ 500.00	$ 500.00
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	300.00	$ 3.00	$ 900.00
12	ADA PARKING LEGEND	EA	1.00	$ 500.00	$ 500.00
	TOTAL PROJECT COSTS				$28,100.00
	TOTAL MINUS 10%			$	25,290.00
	TOTAL PLUS 20%			$	33,720.00
	TOTAL PROJECT COST RANGE ($25 - $34K)				

Bay Front Parking Lots

Conceptual Cost Estimate

Exhibit 'D' - Canyon Way Lot

March 23, 2023
Chris Beatty, PE

ITEM	DESCRIPTION	UNIT	QUANTITY	Engineer's Estimate	
				UNIT PRICE	TOTAL
1	MOBILIZATION	LS	1	$ 1,000.00	$ 1,000.00
2	PUBLIC NOTIFICATION	LS	1	$ 500.00	$ 500.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 500.00	$ 500.00
4	EROSION CONTROL	LS	1	$ -	$ -
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ -	$ -
6	FURNISH AND APPLY LEVEL 1 EMULSION SLURRY SEAL	SF	0	$ 0.50	$ -
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	280	$ 10.00	$ 2,800.00
8	CRACK SEAL	LF	700	$ 1.50	$ 1,050.00
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	EA	0	$ 300.00	$ -
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	0	$ 500.00	$ -
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	900	$ 3.00	$ 2,700.00
12	ADA PARKING LEGEND	EA	0	$ 500.00	$ -
	TOTAL PROJECT COSTS				$8,550.00
	TOTAL MINUS 10%			$	7,695.00
	TOTAL PLUS 25%			$	10,260.00
	TOTAL PROJECT COST RANGE ($8K - $11K)				

NOTES:
1. No resurfacing required

Bay Front Parking Lots

Conceptual Cost Estimate

Exhibit 'E' - Lee Street Lot

March 23, 2023
Chris Beatty, PE

ITEM	DESCRIPTION	UNIT	QUANTITY	Engineer's Estimate UNIT PRICE	Engineer's Estimate TOTAL
1	MOBILIZATION	LS	1	$ 4,000.00	$ 4,000.00
2	PUBLIC NOTIFICATION	LS	1	$ 1,500.00	$ 1,500.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 1,000.00	$ 1,000.00
4	EROSION CONTROL	LS	1	$ 1,500.00	$ 1,500.00
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ 4,000.00	$ 4,000.00
6	FURNISH AND APPLY LEVEL 1 EMULSION SLURRY SEAL	SF	14,000.00	$ 0.50	$ 7,000.00
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	2,100.00	$ 10.00	$ 21,000.00
8	CRACK SEAL	LF	2,800.00	$ 1.50	$ 4,200.00
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	EA	0.00	$ 300.00	$ -
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	0.00	$ 500.00	$ -
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	600.00	$ 3.00	$ 1,800.00
12	ADA PARKING LEGEND	EA	0.00	$ 500.00	$ -
	TOTAL PROJECT COSTS				$46,000.00
	TOTAL MINUS 10%			$	41,400.00
	TOTAL PLUS 20%			$	55,200.00
	TOTAL PROJECT COST RANGE ($42K - $55K)				

Bay Front Parking Lots

Conceptual Cost Estimate

Exhibit 'F' - Hatfield Drive Lot

March 23, 2023

Chris Beatty, PE

				Engineer's Estimate	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	MOBILIZATION	LS	1	$ 2,500.00	$ 2,500.00
2	PUBLIC NOTIFICATION	LS	1	$ 500.00	$ 500.00
3	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	LS	1	$ 1,000.00	$ 1,000.00
4	EROSION CONTROL	LS	1	$ 500.00	$ 500.00
5	PAVEMENT PREPARATION INCLUDING CLEANING & VEGETATION REMOVAL	LS	1	$ -	$ -
6	3" ASPHALT PAVEMENT OVER 8" BASEROCK INCLUDING EXCAVATION	SF	2,500	$ 7.50	$ 18,750.00
7	PAVEMENT DIGOUTS INCLUDING SAWCUT, EXCAVATION, 4" AC, 8" ROCK	SF	0	$ 10.00	$ -
8	CRACK SEAL	LF	0	$ 1.50	$ -
9	REMOVAL AND REPLACEMENT OF CONCRETE WHEEL STOPS	EA	0	$ 300.00	$ -
10	FURNISH AND INSTALL CONCRETE WHEEL STOPS	EA	4	$ 500.00	$ 2,000.00
11	PAVEMENT MARKINGS 4" WHITE LINE (PAINT)	LF	140	$ 3.00	$ 420.00
12	ADA PARKING LEGEND	EA	0	$ 500.00	$ -
			TOTAL PROJECT COSTS		$25,670.00
			TOTAL MINUS 10% $		23,103.00
			TOTAL PLUS 20% $		30,804.00
	TOTAL PROJECT COST RANGE ($23K - $31K)				