

Chicago Awards 99-Year 4-Garage Lease to Morgan Stanley

Chicago Mayor Richard M. Daley announced that the city and the Chicago Park District have accepted a bid of \$563 million from the Infrastructure Group of Morgan Stanley Investment Management for a 99-year concession sale and lease of the parking system comprising the four parking garages beneath Grant and Millennium parks.

The city is receiving more than \$61,000 for each of the 9,178 parking spaces, which is among the highest prices per parking space ever paid in the U.S.

The lease requirement for garage maintenance and repair makes the commitment by the consortium in excess of \$1 billion. About \$122 million of the proceeds will pay for capital improvements in parks in neighborhoods across Chicago. The rest would be used to pay Park District operating expenses, retire debt and rebuild Daley Bicentennial Plaza when the parking lot beneath it is reconstructed.

Morgan Stanley, which has an equity capitalization of \$80 billion, was the high bidder among the teams that submitted statements of qualification. The four garages will be operated by Laz Parking of Hartford, CT, which manages more than 250,000 parking spaces in 13 states.

The concession sale and lease of the public parking system is the first of its kind in the country. The proceeds from the sale would be allocated in this manner:

By turning over the garages to a new operator, the city and Park District will be relieved of the responsibility to maintain and rebuild the garages throughout the lease term. The lessee also will assume the cost of reconstructing the East Monroe Street Garage, which is expected to cost \$65 million. The cost of rebuilding all the garages, which is the responsibility of the lessee, is expected to exceed \$550 million over the life of the lease.

The lease requires the operator to maintain high standards of safety and maintenance and to comply with the city's living wage ordinance, residential preference, and MBE/WBE requirements.

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The NPA – 55 Years of Service

BY MARTIN STEIN, NPA EXECUTIVE DIRECTOR

The National Parking Association, which represents parking professionals from all sectors of the industry, was founded in 1951 by a group of private-sector entrepreneurs. The NPA has grown over the years and acts as the advocate representative and voice of the parking industry.

As such, we welcome all stakeholders of the industry, including private operators of all sizes and focus (commercial, valet, municipal, health care, for example); members of the governmental, municipal and not-for-profit sector; owners of parking assets; parking consultants; vendors; and service providers.

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The NPA seeks to:

- Create opportunities for its members to continuously learn and stay abreast of industry best practices and to be exposed to state-of-the-art technology and equipment;
- Protect the interests of its members by monitoring and impacting local, state and federal laws and regulations;
- Carefully steward the association's rich history of enabling members to interact with one another in settings that stress friendship and genuine care for one another and the sharing of best practices for the good of the entire industry;
- Maintain a valuable and valued set of membership benefits that create a measurable return on a member's investment in dues;
- Establish the NPA as the visible, knowledgeable and available voice of the parking industry and advance the position of the entire industry.

Although the future of the parking industry is ever-changing, I feel it is important for the NPA to continue to provide educational, networking and business-development opportunities to assist our members in achieving both their personal and professional goals.

Our new President, Andrew Blair, has always believed that, as a group, we should strive to "raise the water level, allowing all boats to float higher!" This



NPA President Andrew Blair

associations do not make members; members make associations.

concept clearly lends itself to the spirit of cooperation that allows competitors to help one another improve the image of the industry without divulging competitive secrets.

Associations serve two masters: the members and the industry as a whole. The beauty is that in giving members the opportunity to improve their practices, the entire industry benefits. It is one of the premises on which the NPA was founded 55 years ago, and has proven valuable over time.

Our accomplishments include the completion of a "white paper" on park-

ing taxes, produced in conjunction with the George Mason School of Public Policy; the addition of affinity programs whose "partnerships" with NPA provide enhanced service and preferred pricing on items such as credit card processing, legal services, health care plans, equipment leasing, and insurance programs for NPA members.

Our Parking Consultants Council (PCC) continues to create new and update existing publications to disseminate current information to our members. Additionally, we are very proud of our Certified Parking Professional (CPP) program, which has served to validate the training programs of our members and elevate the stature of those individuals in the field representing our industry.

The NPA will seek to develop and structure programs that target and tailor its benefits, learning and networking opportunities, and access to the best and brightest of the purveyors of goods and services to fit the specific needs of its various categories of members so as to build upon its position as the parking association that brings together and advocates for all stakeholders of the industry. We also will seek to strengthen connections

between members and technology and service providers to create opportunities for enhanced product development and advancement.

I firmly believe in the concept that "associations do not make members; members make associations." The NPA provides the structure, opportunity and support, but it truly is the participation and commitment by its members that drives the success. Those who choose to join and actively participate from within have reaped great reward. Commitment may come in many forms – from paying dues and attending functions, to actively participating in one of the many committees that further both the association and the industry at large.

There is great truth to the adage that the more you invest yourself in a positive way, the greater the return on investment!

The NPA has always been focused on building relationships with other parking organizations, whether they are national, regional, state, local or overseas. We have shared ideas with many of them, which I believe have been mutually beneficial.

With regard to the NPA and IPI ever combining trade shows, I would say that perhaps there is an argument to be made that such a combination could work to the benefit of our members who buy and sell goods/services. But with a

track record of progressively more successful expositions and with conventions that provide rich and varied content for all in attendance, it does not make sense, on its face, for the NPA to "mess with a good thing."

(Anyone interested in NPA membership may obtain valuable information on our Web site www.npapark.org, or by contacting Patricia Langfeld at plangfeld@npapark.org.

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Parking Associations

NPA Convention Biggest Ever

According to the powers that be, the National Parking Association show this year was the biggest ever. More than 500 folks had signed up to attend prior to the opening of the show, and the NPA expected quite a few more walk-ins.

PT is sure a lot of it had to do with the keynote speakers: Tom Ridge, former secretary of Homeland Security, and Ollie North, who needs no introduction. North regaled the group with stories of his reporting on the war in Iraq and the need to support the young Americans fighting there.

Oh, parking – The exhibit hall was jammed with booths, and the first evening, it was full of frenetic activity. Although it was expected to quiet down a bit over the next two days, many of the senior members of the parking industry – at least from the operator side – were present.

During the remainder of the convention, NPA members attended seminars and training sessions and networked.

MAPA Takes a Change in Direction

The Mid Atlantic Parking Association has changed direction. After holding a several extremely successful training programs, MAPA has elected to forgo its “annual convention” and replace it with a number of training sessions for members throughout the year.



What with sponsors and income from attendees, the MAPA found that training sessions make up to three times more money than the convention. Plus, the association feels it provides a better service to its members.

Having a “convention” often becomes a way to support the egos of members of organizations. It’s difficult to mount, and frankly, many of its training and information-sharing aspects get mixed in with lunches, dinners, receptions, golf tournaments and the like.

In addition, members can afford to take a day off for training; whereas taking three days at the beach can be costly in time and money.

Here’s a way that a regional group can really put on something with content and support their membership.

Mid-South Parking Association Gets New Name, Seeks New Members

The Mid-South Parking Association has reorganized with a new name and a newly elected Board of Directors.

It is now the Mid-South Transportation and Parking Association (MSTPA). The newly-elected Board consists of the following: Don Thornton, President (University of Kentucky); Bobby Allen, CAPP, Vice President (City of Huntsville, AL); Cathy Dun-

Continued on Page 30



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Parking Associations

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can, Treasurer (Parking Authority of River City – Louisville, KY); Chrissie Balding, Secretary (University of Kentucky); Mary Lynn Holloway, Director (University of Tennessee); Francis Kovac, Director (Vanderbilt University); Ronnie Robertson, Director (University of Alabama); Jennifer Tougas, Director (Western Kentucky University); and Gene Ornes, Member-at-Large.

The MSTPA's mission is to provide professional growth, development and interaction among people involved in the operation of transportation and parking programs within Alabama, Kentucky, Tennessee and adjacent states.

This association of transportation and parking professionals is organized to identify issues, share information, identify and evaluate solutions to improve parking programs, and stay updated on legislative changes that impact transportation and parking operations.

For more information on membership or to obtain a membership form, contact Cathy Duncan at cathy.duncan@louisvilleky.gov or call (502) 574-3817.

Parking Association of the Virginias

The Parking Association of the Virginias held its annual convention last month in Virginia Beach, VA. It gave parking professionals the opportunity to share ideas, gain technical expertise, keep abreast of industry advancements and offer a venue for members to network with associates from the parking industry.

This event included world-class speakers, presentations and learning opportunities in both informal workshops and lecture formats, and is considered the Virginia/West Virginia parking industry's most significant networking opportunity.

Roundtable discussions, which have become a tradition at the annual convention, provided an opportunity for the different sectors of the industry to meet for informal "shop talk" sessions.

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NPA Keynote Speaker Marine Col. Oliver North (Ret.) chats with outgoing NPA President Steve Long and John Kirstoff, VP of MarcPark, the company that sponsored North's appearance.

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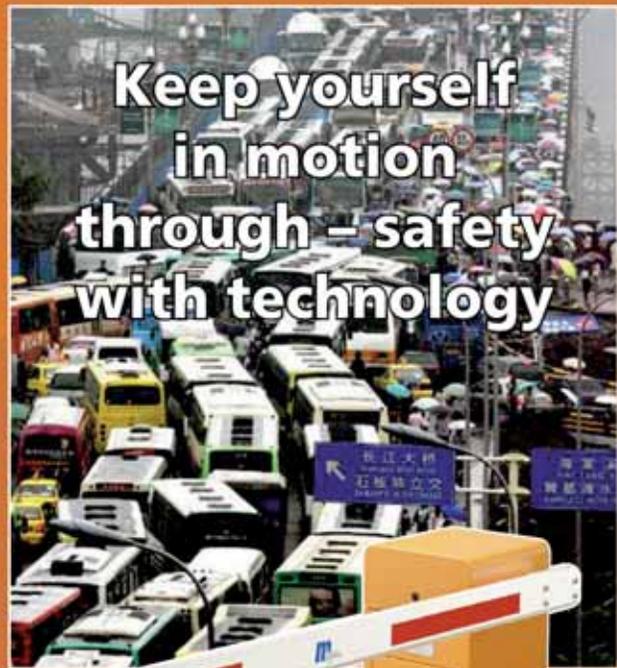
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DEATH B

By JVH

I Had Been Wrong for 30 Years

Paul Manning Jr. had a problem. He was “following the money” in hopes of catching illicit parking operator William Francis Smith and mob boss Maria LaFlonza with their fingers in the cookie jar, so to speak. However, on a lonely country road in the hills above L.A., things go bad.

Junior takes up the narrative: “Then the car in front of me slammed on its brakes. The car behind me rammed into the rear bumper. Suddenly, the whole idea of slapping the cuffs on Smith and LaFlonza didn’t seem so simple.”

Paul Senior, who had spotted the incident, watched helplessly as his son was trussed and tossed into the basement of a mansion just down the road. He called his buddy Bill Vose at the LAPD and SWAT was on the way.

Then Senior spotted a large car making its way up the road. It was Smith, with someone else. He decided to circle around and get as close to the mansion as he could. When the car stopped, the driver opened the door. Smith hoisted his 300 pounds out of the back seat. He then turned around and put out his hand to assist the other person.

When Paul Sr. saw who it was, his mind went wild. How could she be here and obviously not under duress? He could tell because she gave Smith a peck on the cheek and put her arm through his as they walked to the front door.

My mind was reeling. This was all wrong. It couldn’t possibly be happening. More than 30 years ago, I got my start in the private investigator business by saving a girl from being executed in the state’s gas chamber and getting a treacherous mob boss jailed for the crime. That girl was an innocent from Iowa who was working in a garage where the murder took place.

With the help of the LAPD, I had put Maria LaFlonza in jail for the murder of Gilberto Quintana. She didn’t get a lot of time because it was a “crime of passion.” She had returned to L.A. and taken her old place as head of the L.A. mob.

My client at the time, Betty Beeson, through my good offices, got her start as the co-owner of a parking company and now was head of one of the largest operations in the city. And yet there she was, not 200 feet away, cozying up to one of the biggest scumbags in town.

The best thing to do, I concluded, was to get out of there, meet up with Bill Vose, and think. Vose and SWAT had set up a base camp a couple of ridges over. It was a short hike. I guess I looked shaken when I walked up.

“Is everything OK? Any more word on Paul?” Bill asked.

“No, no change. I’m sure he’s still OK in the basement of the mansion. But there is another complication. Smith arrived, and he had a guest: Betty Beeson.”

“What, he kidnapped her too?”

“No, she wasn’t kidnapped. She acted like she was his girlfriend. She held his hand and kissed him on the cheek.”

“That makes no sense,” said Bill. “She hates Smith. He’s her biggest competitor. Why would she be cozying up to him now,

after all these years?”

I had to think about it. Something didn’t make sense. LaFlonza and probably Smith had come within a hair’s-breadth of pinning a murder on Betty. It was only when LaFlonza thought she was going to get away with it (and kill me) that she told the story that she had killed Quintana in a lover’s quarrel. It was only because Jim Walsh of the Bel Air Patrol showed up a few minutes earlier, heard the whole thing, and saved the day (and my life) that she didn’t get away with it.

LaFlonza was the L.A. representative of some pretty shady characters from New Jersey. She was also a Grade B actress and, for all we knew, one of Howard Hughes’ mistresses. When we caught her, she was living in a mansion owned by Hughes’ studio.

I had always figured that Betty was just someone who was in the wrong place at the wrong time. She was a good patsy. I did think her story about Quintana’s tripping on a rubber plant and her discovering a laundering operation at the garage was a little thin, but I put that off to her being young. The fact that she was and is blond and beautiful didn’t hurt in clouding my judgment.

Plus, Betty was the one that recommended auditor Marilyn North, who had helped us get the goods on Smith. Why would Betty have done so if she was in cahoots with him? It made no sense at all.

All that aside, I knew we still had a problem. My son was being held by these cretins. We had to get him out. Once he was safe, we could deal with Smith and his crew.

I told Bill that the safest way to get Paul was to do it on the quiet. I knew there were only two guards. If we could get them distracted, we could grab Paul and be out of there.

Bill wanted to storm the place and arrest everyone in sight. I mentioned that if we did that, we might have a couple of Smith’s gunsels on kidnapping, but all Smith had to do was deny deny

Y PARKING

EPISODE II
THE
RENDEZVOUS

deny and he would be out of it. Plus, LaFlonza wasn't even there yet. If we could make Smith believe that somehow Paul got out by himself, we could keep our investigation on course.

Bill wasn't happy, but he agreed to try it my way.

We were going to have a patrol car start down the road to the house. Hopefully, the guards would stop it and they could chat for a while. While they were, I would go down to the basement entry, which fortunately was outside, grab Paul, and hightail it out of there.

It was amazing. When the patrol car started down the road to Smith's house, right on cue the two guards walked over and stopped it. The cops told them that they were looking for the driver of a vehicle that had been abandoned up the road (Paul's jeep) and asked them if they had seen anything. They had instant memory loss. The conversation continued for a few minutes, about the Dodgers and their prospects, and the cops left.

That gave me enough time to get to the basement door. It wasn't locked, but simply had a large bar across the outside. I removed it, got Paul, and replaced the bar. These idiots would think he teleported himself out of the room.

Paul was fine but angry. He let himself be suckered by these

wise guys and wanted revenge. I told him there would be time enough for that later.

After we got some food at the police base camp, we decided to go back and watch the house.

The next arrival didn't surprise me a lot. It was LaFlonza, and Marilyn North was with her. They were pretty chummy, too. I wondered how LaFlonza knew exactly where we were when she accosted us at Junior's house on the Venice canals.

Just then, one of the gungels went to check on Paul. About 30 seconds later, everyone was in front of the house, and Betty was screaming her head off. She wasn't frightened; she was angry.

"What kind of incompetents do you employ, William? And you, Maria - How can you constantly let these Manning guys give you the slip?" She was mad as hell.

It was like they all worked for her.

Then the fog began to lift. I had been wrong about a lot of things. I had been wrong for 30 years.

To be continued ...

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The Redcoats Are Coming

BY PETER GUEST

Many years ago, someone asked why the standard British army uniform included a red tunic. The answer from an old soldier was: "so it doesn't show the blood!" I was reminded of this in Belfast, where I attended the launch of the city's new parking enforcement program. NCP, the UK's biggest parking company, has taken over parking enforcement from the police.

The last time I was in Belfast, it was a war zone, and it certainly has changed for the better. However, I couldn't help but think that for the people who are going to be issuing parking tickets in areas that, some say, are still run by terrorists, being given a red uniform wasn't a good move.



We shall see. A picture of them is nearby.

John's Been to London Again

Our blessed leader has been over to London again and was kind enough to buy his humble servant lunch in a pub on the Kings Road in Chelsea. (Thank you, John.) It had been a long time since I was in that part of London. I did my first degree there a zillion years ago, and it was interesting to see what had changed and what remained the same. The micro miniskirt is alive and well in Kings Road, but sadly, I am reaching an age where I am not sure why this is a good thing any more. Still, it was nice to visit my youth for a short while.

John commented on a motorcycle getting a parking ticket in London. It's rather annoying when you park your car correctly and when you come back, you can't get out because somebody has taken up your maneuvering space with a scoot-



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er, instead of using the free (yes, free) motorcycle bay up the road. Will the guy on the scooter pay the £100 fine when your time runs out? I think not.

Mine's Bigger Than Yours

So Sydney issues a ticket every 42 seconds. Big deal. In London, we do it every 6 seconds, but that's nothing compared with Seoul, South Korea. I met some guys from there recently, and they told me that they issue 10 million tickets a year, or about one every 3 seconds. The bad news is that because the law is defective, only about 100,000 get paid.

Here's a thought: Either change the law, buy some wheel clamps or stop wasting your time. Free consultancy, whatever, next.

Save the Planet, Hug a Porsche

Richmond Council in South West London has just launched proposals to change the way it charges residents for street parking. Here in the UK, the council can reserve street space for local residents who buy a permit to use it. Up to now, the charge has always been the same whatever the car, but Richmond propose that the charge should reflect the environmental friendliness of the car. People with an electric car get free parking; the Porsche owner pays three times the current charge. So far, so good, and as John said in a recent blog, someone with a \$100,000 Porsche really is not going to change to a Prius because they have to pay about a dollar a day more to park. However, if the council is serious and really wants to use the permit price to try to influence car choice, why didn't it make it \$1,000 or \$10,000? That would work.

The citizens get to have their say on the scheme in the next



few weeks; meanwhile, the only dissenting voice seems to have come from the Tory Party. (They are the ones whose leader showed his green credentials by riding a bike to work – forgetting to mention that his Range Rover was following behind him with his briefcase and suit.)

Continued on Page 37

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Parking Industry Showcase

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The LUKE On-Street Parking Solution

The LUKE Payment Station by Digital Payment Technologies has quickly become a leading choice among cities and universities seeking on-street parking solutions. A full color screen, remote rate setting, real time credit card processing, pay-by-cell-phone integration, multi-

lingual capabilities, and a unique design that enhances any streetscape are just a few of the reasons North American cities and universities have embraced LUKE as the on-street solution for the future. Contact Digital Payment today to learn more!

For more information, contact Digital Payment Technologies
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e-mail: info@digitalpaytech.com
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SIGN FACTORY



Portable Metal Welded Steel Valet Station

100 HOOK HEAVY DUTY WELDED STEEL VALET PODIUM. Shiny black stainless steel countertop complete valet parking station with drawer, and shelving units, 46" x24"x18" station with umbrella holder, tip/ envelope slot, a loop to chain and lock, with special heavy duty locking casters. Perfect for

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For more information, contact Sign Factory
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e-mail: billg@valetsigns@msn.com
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SOS



Siren-Operated Sensors

The Nations Most Widely Used Uniform Emergency Access. SOS make all gates 911 accessible. Swift Hi-Tech Entry ("Yelp" response is 2.5 seconds). No extra equipment to mount or align on vehicle. "Reminder Decals" are placed on gates.

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For more information, contact Siren-Operated Sensors
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STENTOFON-ZENITEL GROUP



STENTOFON - Zenitel Group specializes in communication systems for critical environments. Systems interface with CCTV, access control and alarm systems for a comprehensive security system. STENTOFON's VoIP solution is an integrated audio and video platform designed to interface with an enterprise's telecommunications infrastructure providing voice, image and data links via standard Ethernet, allowing integration of all

streams into one cohesive solution. Installations include the U.S. Navy, U.S. Capitol Building, CNN Center and Microsoft.

For more information, contact STENTOFON - Zenitel USA
tel: 800-654-3140; fax: 816-231-7200
e-mail: tinacox@zenitelusa.com
www: www.zenitelusa.com

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TALK-A-PHONE



Pedestal Mounted Emergency/Access Phones

Talk-A-Phone Co. manufactures the Stainless Steel Pedestal Mount for use with its ADA compliant hands-free Emergency/Access Phones. This free-standing unit is extremely durable and easy to use, allowing an Emergency/Information phone to be mounted practically anywhere. The Emergency Phone automatically identifies its location to the guard receiving the call. The phone

also has auxiliary outputs to activate equipment such as CCTV. Pedestal Mounts are used for access control, mass transit, door/gate entry and other locations.

For more information, contact Talk-A-Phone Co.,
tel: 773-539-1100; fax: 773-539-1241
e-mail: info@talkaphone.com
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