



Opportunities for Public Private Partnerships (P3s)

STA Board Workshop

June 27, 2011

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What a P3 is:

- A contractual agreement between a public agency and a private sector entity
- The skills and assets of each sector are shared in delivering a service or facility for the general public's use
- Example of P3 – Route 91 Toll Facility in Orange County



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Six critical components of any successful P3
(per the National Council for P3s):

1. Statutory and Political Environment
2. Public Sector's Organized Structure
3. Detailed Business Plan
4. Guaranteed Revenue Stream
5. Stakeholder Support
6. Pick Your Partner Carefully

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P3 Study for Transit Centers

- STA beginning P3 Feasibility Study for transit facilities along 1-80 corridor
- Objective to implement incentive strategies for private investment to assist in completing or maintaining transit facilities, since traditional State & Federal funding sources are more limited
- Transit facilities include Transit Centers of Regional Significance



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P3 Study for Transit Centers

- Feasibility study to provide strategies that can be a framework for public agencies to attract private investment
- Strategies will be applied to transit facilities in Dixon, Vacaville, Fairfield, and Vallejo in addition to Caltrans Park & Ride facilities
- Private Investment Opportunities include:
 - Alternative fuels infrastructure
 - Bicycle e-lockers
 - Retail and/or other business services
 - Paid Parking/Parking Management



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Partnerships with Private Sector to Deliver Local Corridor Improvements:

- STA Board adopted 50/50 policy – If project provides local & regional benefit, then regional funds are eligible to fund 50% of the project
- Example of 50/50 policy - North Connector & Jepson Parkway projects



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Jepson Parkway Project

- 12-mile parkway from Suisun City, Fairfield, Solano County, and Vacaville
- Continuous four-lane north-south travel route.
- Provide various safety improvements:
 - Roadway medians
 - Traffic signals
 - Shoulders
 - Separate turn lanes
 - Railroad grade separations
 - Separate bike lanes



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Jepson Parkway Project:

- Fairfield Project (segment 6-7)
- Vacaville Project (segment 8-11)
- These projects will be funded on a 50/50 shared basis between each agency and STA

Project Funding:

- STA - \$36.7 million STIP funding
- Total of \$73.4 million towards Corridor based on 50/50 sharing of project cost

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Workshop Discussion:

1. What are your perceptions of Public Private Partnership?
2. How do local priority transportation corridors get funded?
3. What are your perceptions of paid parking and parking management?
4. Once the P3 Feasibility Study is completed, what should STA's role be in the implementation of the options?