

**TAC SUPPLEMENTAL REPORTS  
JANUARY 2, 2013**

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<b>Agenda Item VII.A</b>	<b>Attachment C Draft OBAG Candidate Projects Funding Eligibility Table</b>	<b>Pg. 1</b>
<b>Agenda Item VIII.A</b>	<b>Attachment A Proposed PDA Assessment Schedule</b>	<b>Pg. 3</b>
<b>Agenda Item VIII.C</b>	<b>Attachment B ADA Eligibility Assessment by Transit Operator</b>	<b>Pg. 7</b>
<b>Agenda Item VIII.F</b>	<b>Attachment A Powerpoint – STA Stakeholder Kick-Off And Overview of P3 Feasibility</b>	<b>Pg. 9</b>
<b>Agenda Item VIII.J</b>	<b>STA Board Highlights Meeting of December 12, 2012</b>	<b>Pg. 25</b>

Draft STA Candidate Projects Funding  
Eligibility Table, 12-31-12

Source Type	STA Discretionary									
	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	TOTAL
	STP (OBAG)	CMAQ (OBAG)	TDA Article 3	TFCA, Program manager	STAF, Population	STAF, Regional Paratransit	Lifeline (STP, Prop 1B, STAF)	Prop 1B, PTMISEA	FTA 5311, Rural (+ JARC MAP21)	
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	\$ 146,500	\$ 1,688,500	\$ 274,000	\$ 270,000	\$ 1,980,000	\$ 400,000	\$ 2,000,000	\$ 716,667	\$ 295,000	\$ 7,770,667
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 586,000	\$ 6,754,000	\$ 1,225,000	\$ 1,080,000	\$ 7,920,000	\$ 1,600,000	\$ 6,000,000	\$ 4,300,000	\$ 1,180,000	\$ 30,645,000
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
<b>Transit Related Projects</b>										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
<b>Complete Streets Style Projects</b>										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
<b>Bicycle or Pedestrian Projects</b>										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

Source Type	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						TOTAL
	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
	STP	STP	TOTAL	BAAQMD, TFCA Regional	YSAQMD, Clean Air Funds	TOTAL	BTA*	EEM*	SRTS/SR2S*	HR3	HSIP	TAP*	
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhancement style projects, (spent on Dixon West B St)	
per year	\$ 5,000,000	\$ 2,500,000	\$ 7,500,000	\$ 3,300,000	\$ 260,000	\$ 3,560,000	\$ 7,200,000	\$ 10,000,000	\$ 21,000,000	\$ 3,750,000	\$ 25,000,000	NA	\$ 66,950,000
4-yr total (2012-13, 13-14, 14-15, 15-16)	\$ 20,000,000	\$ 10,000,000	\$ 30,000,000	\$ 13,200,000	\$ 1,040,000	\$ 14,240,000	\$ 28,800,000	\$ 40,000,000	\$ 84,000,000	\$ 15,000,000	\$ 100,000,000	NA	\$ 267,800,000
% of 4-year total	66.7%	33.3%											
<b>Transit Related Projects</b>													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
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Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

Fiscal Year	Task	Deliverable	Completion Date*
2012-13	<p><b><u>PDA Investment Strategy</u></b>- Coordinate with member agencies to adopt a PDA Investment Strategy for Solano County that meets the following objectives established by MTC:</p> <ul style="list-style-type: none"> <li>a) Engage Regional/Local Agencies</li> <li>b) Assist Local Agencies in Meeting PDA Planning Objectives</li> <li>c) Identify Local Funding Priorities</li> </ul>	<ol style="list-style-type: none"> <li>1. Establish a PDA Investment Strategy Committee (Re-convene Transportation for Sustainable Communities Plan Working Group)</li> <li>2. Finalize PDA Investment Strategy Plan Scope of Work with input from Committee, TAC and Board.</li> <li>3. Inventory current/planned land use and infrastructure</li> <li>4. PDA needs assessment/project identification/prioritization</li> <li>5. PDA Implementation plan (select planning and capital projects for implementation)</li> <li><b>6. PDA Investment Strategy Plan</b></li> </ol>	<ol style="list-style-type: none"> <li>1. July 2012</li> <li>2. August 2012</li> <li>3-5. Sept-March 2013</li> <li><b>6. May 31, 2013</b></li> </ol>
2013-14	<p><b><u>CMA PDA Presentation to Joint MTC Planning and ABAG Administrative Committee</u></b>- Provide an overview of Solano County’s PDA’s, process for developing Solano County’s PDA Investment Strategy, and over all status of the PDA Investment Strategy.</p>	<p><b>PDA Investment Strategy Presentation</b></p>	<p><b>Summer/Fall 2013</b></p>
	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2013- June 2014</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guidelines <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2014- Ongoing</b></p>
2014-15	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2014- June 2015</b></p>
	<p><b><u>RHNA (2014-22)</u></b>- HCDC housing certification</p>	<p><b>RHNA Certification</b></p>	<p><b>October 2014</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guidelines. Highlight changes from local agencies’ housing production and policies identified in Solano PDA Investment Strategy. <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2015- Ongoing</b></p>
2015-16	<p><b><u>PDA Investment Strategy Implementation</u></b>- Work with local agencies to implement selected future PDA Capital and Planning Projects.</p>	<p><b>PDA Investment Strategy Implementation</b></p>	<p><b>July 2015- June 2016</b></p>
	<p><b><u>PDA Investment Strategy Progress Report</u></b>- Provide progress reports to MTC consistent with their guideline. Highlight changes from local agencies’ housing production and policies identified in Solano PDA Investment Strategy. <b>(TBD)</b></p>	<p><b>PDA Investment Strategy Progress Report</b></p>	<p><b>May 2016- Ongoing</b></p>
	<p><b><u>PDA Investment Strategy Plan Update</u></b>- Report on zoning and policy changes. Highlight PDA planning and projects delivered.</p>	<p><b>PDA Investment Strategy Plan Update</b></p>	<p><b>June 2016</b></p>

\*(based on May 17<sup>th</sup> MTC Commission Action)

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## Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

### (1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

### (2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
  - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
  - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals<sup>1</sup>. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

**(3) Establishing Local Funding Priorities** - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

<sup>1</sup> Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
  - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

**Process/Timeline**

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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**ADA Eligibility Assessment by Transit Operator for Fiscal Year 2011-12**

**ADA Applications per Operator for Fiscal Year 2011-12**

	New Applications and Recertifications
Vacaville City Coach	<b>260</b>
FAST	<b>375</b>
SolTrans	<b>405</b>
Dixon Redit-Ride	<b>22</b>
Rio Vista Delta Breeze	<b>8</b>
<b>Total</b>	<b>1070</b>

**ADA In Person Eligibility Process Estimated Cost provided by Consultant**

	Annual	
	Low Estimate	High Estimate
Assessor Wages (1.0 FTE)	\$ 43,680	\$ 58,240
Administrative Wages (.5 FTE)	\$ 17,472	\$ 23,296
Office Support	\$ 6,000	\$ 24,000
Equipment and Start up	\$ 25,000	\$ 50,000
<b>Total</b>	<b>\$ 92,152</b>	<b>\$ 155,536</b>
Cost per assessment	\$ 86.12	\$ 145.36

STA is currently working on an independent cost estimate. Preliminary findings suggest the low estimate.

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*cutting through complexity*

# SOLANO TRANSPORTATION AUTHORITY

## STAKEHOLDERS KICK-OFF AND OVERVIEW OF PUBLIC- PRIVATE PARTNERSHIP (P3) FEASIBILITY STUDY

January 9, 2013



# OVERVIEW AND AGENDA

- Address the P3 Feasibility Study scope and approach;
- Define P3's and characteristics of agencies that would consider them;
- Address board objectives for the P3 feasibility study;
- Highlight opportunities associated with the Study's six (6) STA transit projects;
- Provide a programmatic overview of a P3 transaction;
- Cite two examples of relevant P3's (solar and parking); and
- Conclude with schedule milestones and commitment to deliver data driven and market tested findings.

# KPMG TEAM MEMBERS



**Liam Kelly**  
Managing Director

- 20 years of experience in project finance and P3 transactions across four continents.
- Focus on project feasibility, comparative procurement option and feasibility analysis, risk assessment and contractual development and negotiations.
- His clients include LA Metro, Capital Southeast Connector, Caltrans, CA High-Speed Rail, State of Michigan, State of Washington, TXDOT, Chicago RTA and OCTA.
- Led financial and commercial advice on P3 projects in the US including to Caltrans on successful Presidio Parkway project including interaction with bidders, FHWA and CTC.



**Scott Rawlins**  
Managing Director

- Over 17 years of experience in public-private partnerships from public agency prospective.
- He has served as the Deputy Director/ Chief Engineer for the Nevada Department of Transportation focusing on:
  - Federal Programs (TIFIA, PABS, SEP 15, P3 Model Contracts)
  - Asset Management
  - Project Management
  - Integrated Transportation Reliability Program
  - Intermodal systems
  - Procurement Delivery
  - Public-Private Partnerships



**Michael Cowen**  
Director

- Over 17 years in real estate development, operations, advisory and management positions.
- Focuses on transit, intermodal and development P3 projects including business and financial planning, private investment opportunities and revenue generation, risk management planning, and financial analysis services supporting senior management decision making.
- He has served as an advisor to: Anaheim Inter-modal transportation center, CA High-Speed Rail, City of Los Angeles and UC at Merced



**Michael Tran**  
Senior Associate

- Over 6 years of experience in a range of P3 analysis in transport, water, and power sectors.
- He has developed financial models for value-for-money analysis, business case development, and bid evaluations.
- Representative clients include:
  - California High Speed Rail Authority (CAHSRA)
  - Capital Southeast Connector (CSEC)

# SCOPE OF THE STA P3 FEASIBILITY STUDY

**Evaluate the potential for P3 agreements to accelerate the delivery, operations, and maintenance of capital projects and facilities.**

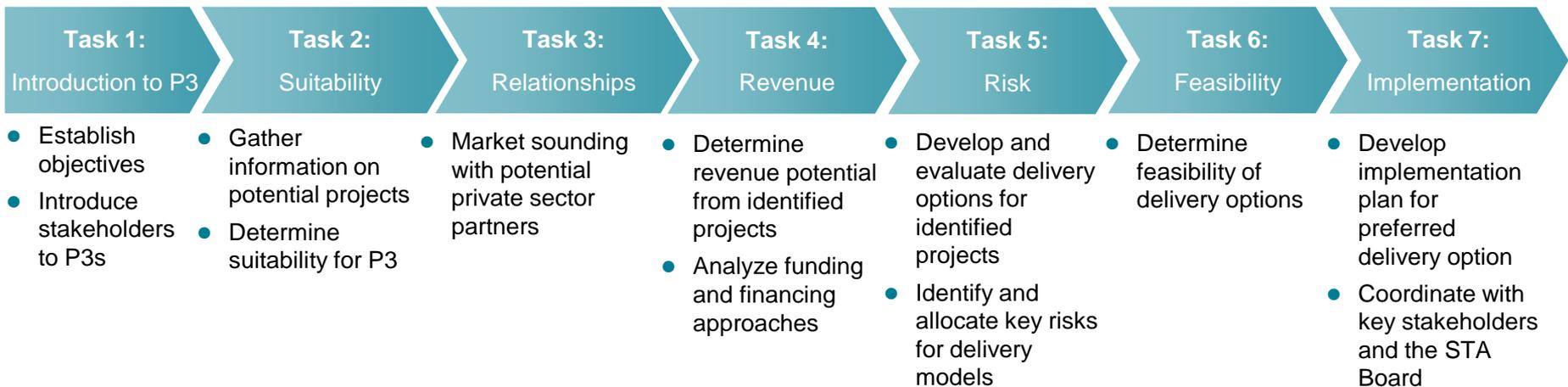
- The focus will be to consider options for six transit centers:
  - Vacaville Transportation Center;
  - Dixon Multimodal Transportation Center;
  - Fairfield Transportation Center;
  - Fairfield/Vacaville Train Station;
  - Fairfield/Suisun Train Station; and
  - Curtola Parkway & Lemon Street Transit Center.

## **Deliverable**

- A STA P3 Feasibility Study that will evaluate the potential for P3 agreements and innovative mixed-use/shared-use designs to accelerate the delivery of transit centers, train stations, and fund the operations and maintenance of existing and future facilities.

# APPROACH TO P3 FEASIBILITY STUDY

## Summary of Approach



# FUNDAMENTALS OF PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships are a possible solution to addressing some of the challenges that are facing public infrastructure assets.

## What is a P3?

- A Public Private Partnership (P3) involves the public and private sector partnering together to share the **risk and rewards** of developing, **constructing, financing, operating, and maintaining** what has traditionally been publicly-owned assets in order for projects to be **completed faster, on budget, and at an enhanced value for money** to the owner.
- **Project types**
  - Brownfield: major rehabilitation of existing asset or monetization/securitization of existing asset.
  - Greenfield: new asset delivery.
  - Hybrid: existing asset refurbishment with major expansion.

## What is a P3 is not...

- A Public Private Partnership (P3) is not:
  - Full transfer of public property to the private sector developer;
  - Privatization of public assets;
  - Loss of public sector control of programs or facilities.

# WHY P3S ARE NEEDED?

- Funding constraints are limiting the ability to meet ongoing operating, maintenance, and lifecycle costs.
- Growing demand on transportation needs because of population and economic growth in the region.
- Aging transportation infrastructure and deferred maintenance are creating stress on performance of the transit operators.

## P3s may help the STA and its members achieve their objectives by...

### Creating innovative revenue sources

- Private sector expertise can help leverage assets to generate revenues to offset operating and maintenance costs and possibly for capital improvement

### Increasing financial capacity for projects

- The addition of private-sector finance means public funds can go further, across more projects
- Some federal funding programs are tied to PPPs, such as TIFIA
- Leverage public funds and assets

### Enhancing project assets

- Private sector partners can help improve facilities and maintain them over the term of the contract to a consistent and agreed upon level of service
- Assets are “handed back” to the public agency at an agreed to facility condition index

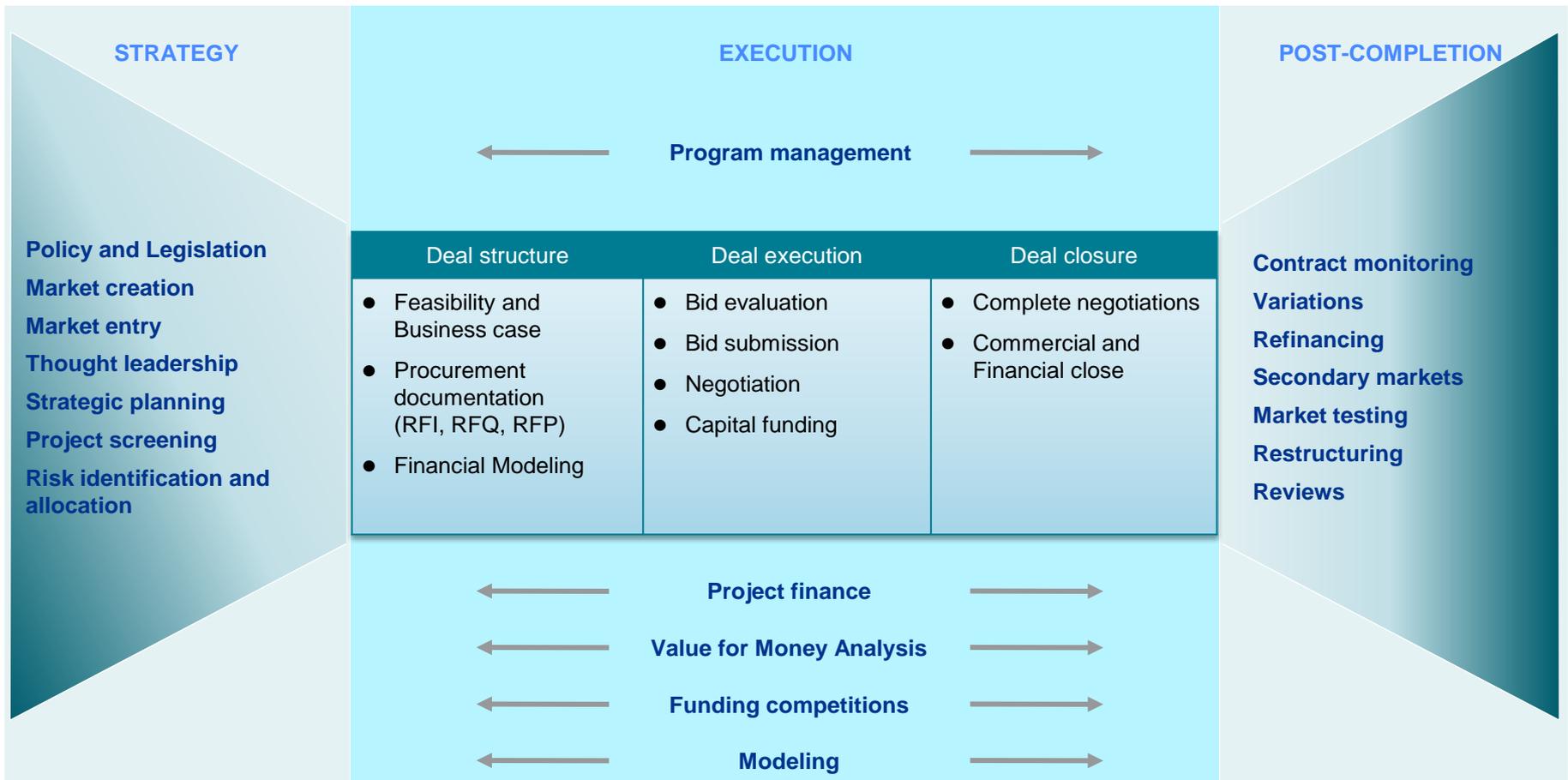
# DEFINING AND ESTABLISHING THE STA'S OBJECTIVES

- Accelerate the delivery of transit centers, train stations.
- Fund the operations and maintenance of existing and future facilities.
- Reduce project capital and on-going costs.
- Improve service delivery for its constituents.
- Overcome funding constraints.
- Develop alternative or innovative revenue sources to offset project costs.

# SIX (6) STA PROJECTS IDENTIFIED IN THE STUDY

Project	Vacaville Transportation Center	Curtola Parkway and Lemon Street Transit Center	Fairfield Transportation Center	Fairfield / Vacaville Train Station	Dixon Multimodal Transportation Center	Fairfield/Suisun Train Station
						
<b>Current Operations</b>	Bus station with covered bays, 200-space surface lot (Phase I)	Intercity bus transfer site and 419-space Park and Ride lot	Multimodal transit center: 640 surface and structure parking spaces; covered bus bays	None	Existing train depot for Capitol Corridor but no train service; 114 space parking lot	Train station and platform for Amtrak Capitol Corridor, parking, bus loading, Park and Ride lot
<b>Planned Expansion</b>	Phase 1 opened 3/10/11, Phase 2: 3-story 400-space parking structure	Parking structure at site of existing surface parking lot adding 880 spaces	Additional parking structure adding 1000 parking spaces	Train station including passenger platform, overcrossing, undercrossing, Park and Ride lot, other station facilities	Pedestrian undercrossing currently under construction	Improvements include additional signage, security cameras, plaza renovations, improved seating
<b>Estimated Costs</b>	Phase 2: \$14 M	\$52 M	\$25 M	\$55 M	Approximately \$45 M	\$220,000
<b>Possible Alternative Revenues and P3 Models</b>	<ul style="list-style-type: none"> <li>Solar PV facilities;</li> <li>Parking fees;</li> <li>Transit-oriented development;</li> <li>Advertising;</li> <li>Residential development ; and</li> <li>Linkages to performing arts center.</li> </ul>	<ul style="list-style-type: none"> <li>Parking fees;</li> <li>Transit-oriented development; and</li> <li>Advertising.</li> </ul>	<ul style="list-style-type: none"> <li>Solar PV facilities;</li> <li>Parking fees;</li> <li>Transit-oriented development;</li> <li>Advertising; and</li> <li>Air rights.</li> </ul>	<ul style="list-style-type: none"> <li>Solar PV facilities;</li> <li>Long-term transit-oriented development; and</li> <li>Advertising.</li> </ul>	<ul style="list-style-type: none"> <li>Solar PV facilities;</li> <li>Transit-oriented development; and</li> <li>Advertising.</li> </ul>	<ul style="list-style-type: none"> <li>Parking fees;</li> <li>Transit-oriented development; and</li> <li>Advertising.</li> </ul>

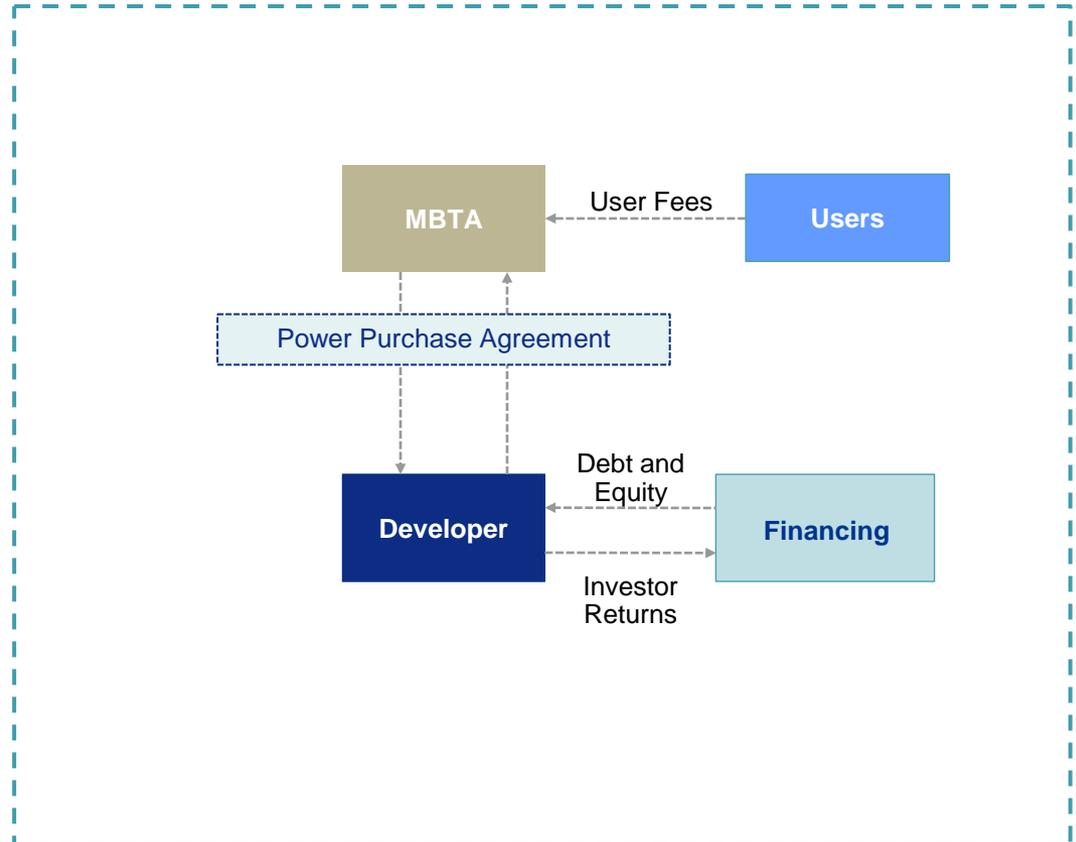
# OVERVIEW OF A P3 TRANSACTION



# EXAMPLE OF P3 – SOLAR PV INSTALLATION

As the largest electricity consumer in Massachusetts, the Massachusetts Bay Transportation Authority (MBTA) has received bids for a private developer to construct, own, manage, operate, and maintain two solar PV facilities and sell power to the MBTA. The present value cost savings to the MBTA is estimated to be at least \$1 million.

General Characteristics	
<b>Description</b>	<ul style="list-style-type: none"> <li>MBTA and developer will enter into a 20-year power purchase agreement for power from the solar PV facilities on MBTA property.</li> <li>MBTA specified the technical requirements for two sites: 2.3MW for a 21-acre for a depot facility and 200kW for parking garage rooftop.</li> </ul>
<b>Financing</b>	<ul style="list-style-type: none"> <li>The project will be financed by the private developer backed by the sale of power.</li> <li>MBTA will be responsible for making payments for power to the developer, which is likely to be offset by savings in purchasing power from the grid.</li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>The risks of constructing, financing, operating, and maintaining the facilities are transferred to the operator.</li> <li>The MBTA does not bear the risks associated with operations, maintenance, and lifecycle, such as cost overruns.</li> </ul>



# EXAMPLE OF P3 – CHICAGO PARKING GARAGES

The City of Chicago was facing a funding shortfall and decided to leverage its parking assets to fund projects in the near term. The transaction resulted in an upfront \$563 million concession fee to the City.

## General Characteristics

**Description**

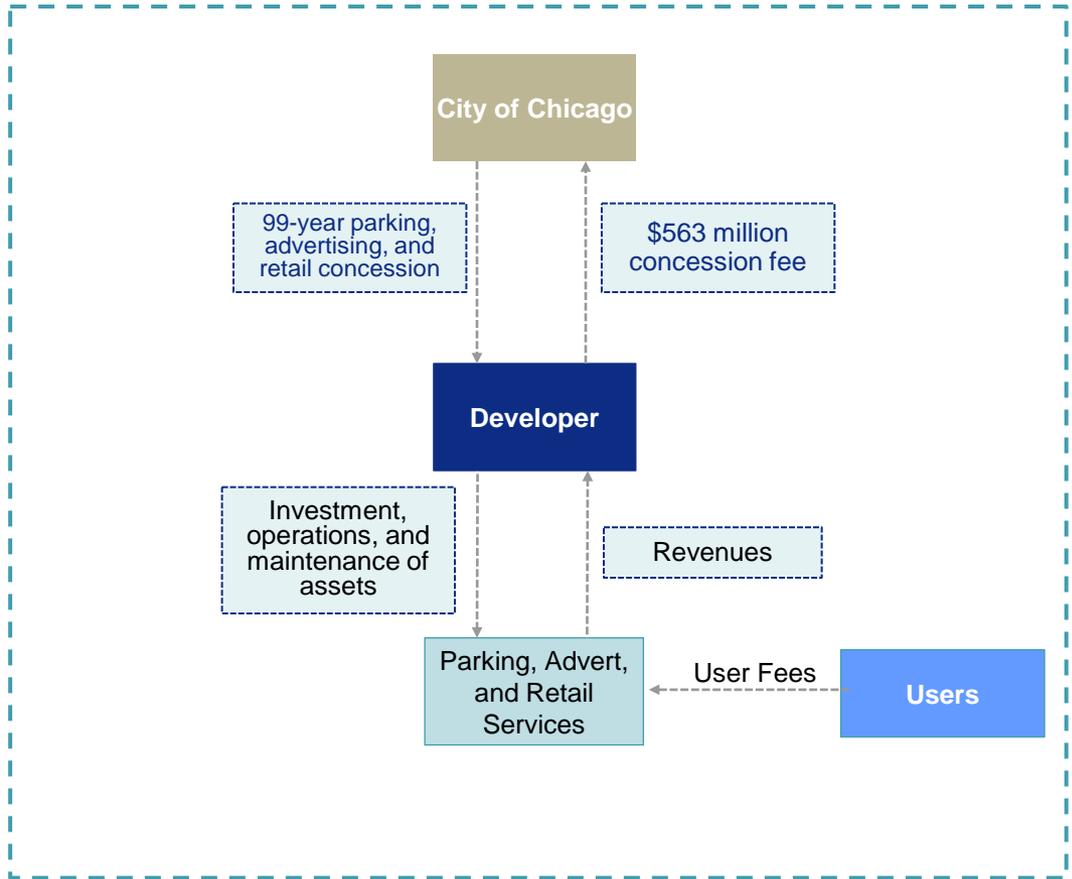
- The City of Chicago entered into a 99-year concession agreement for the rights for parking, advertising, and retail for four parking garages with Morgan Stanley in return for an upfront \$563 million concession fee.
- There were 9,178 parking spaces, which came out to be \$61,000 per parking space.

**Financing**

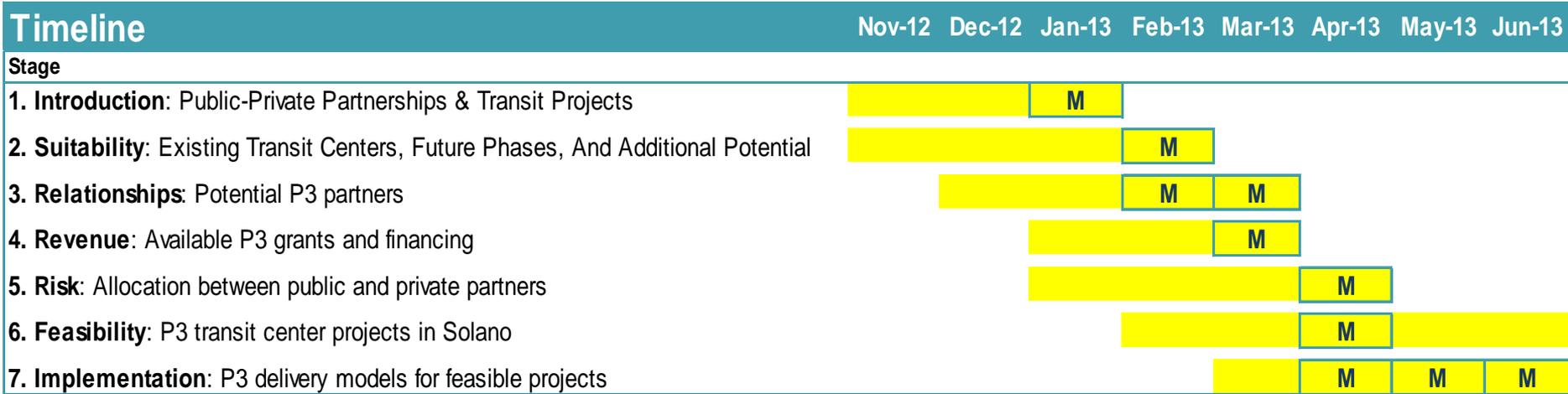
- The selected bidder was Morgan Stanley, which paid \$563 million upfront for the right to operate the four parking garages.
- The City of Chicago used the funds to pay off the long-term debt with the garages, create a \$5 million reserve fund, and fund park improvement projects.

**Maintenance**

- Morgan Stanley contracted LAZ Parking to provide operations and maintenance for the projects.
- Morgan Stanley is also required to rebuild the garages over time, maintain the garages to certain specified standards, and comply with city standards for minority businesses, etc.



# PROJECT TIMELINE AND MILESTONES



Milestones are represented by: [M]

## Next Steps

### Additional P3 Introductory Presentations

- Jan 9<sup>th</sup>, STA Board Meeting
- Jan 23<sup>rd</sup>, City Managers meeting
- Jan 30<sup>th</sup>, Joint Consortium and STA TAC meeting (in-depth discussion)

# Questions and Discussion



*cutting through complexity™*

## Thank You.

Please feel free to contact us for more information.

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**STA Board Meeting Highlights  
6:00 p.m., Regular Meeting  
Wednesday, December 12, 2012**

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TO: City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
FROM: Johanna Masclat, STA Clerk of the Board  
RE: Summary of Actions of the December 12, 2012 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of December 12, 2012. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Jack Batchelor, Jr., Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Rick Vaccaro (Alternate)	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy	City of Vacaville
Osby Davis	City of Vallejo
John Vasquez	County of Solano

**BOARD MEMBERS ABSENT:**

Harry Price City of Fairfield

**ACTION – FINANCIAL ITEMS**

- A. STA's Annual Audit Fiscal Year (FY) 2011-12**  
Recommendation:  
Receive and file.

On a motion by Board Member Pete Sanchez, and a second by Board Member Elizabeth Patterson, the STA Board unanimously approved the recommendation.

**B. Mobility Management Plan Update**

Recommendation:

Approve the following:

1. Authorize the Executive Director to release a Request for Proposals for services for the Countywide In-Person ADA Eligibility and Certification Process as shown in Attachment A; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$289,343 for a Countywide In-Person Eligibility and Certification Process for Solano County for Fiscal Years (FY) 2013-14 and 2014-15.

On a motion by Board Member Jim Sperring, and a second by Board Member Norman Richardson, the STA Board unanimously approved the recommendation.

**C. Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads Projects**

Recommendation:

Approve the programming of \$1.38 M of additional Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.

On a motion by Board Member Jim Sperring, and a second by Board Member Steve Hardy, the STA Board unanimously approved the recommendation.

**D. OneBayArea Grant (OBAG) Funding Criteria**

Recommendation:

Approve the following:

1. Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and
2. Hold \$611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.

On a motion by Board Member Jim Sperring, and a second by Board Member Steve Hardy, the STA Board unanimously approved the recommendation.

**E. Solano County Priority Development Area Investment and Growth Strategy**

Recommendation:

Approve the following:

1. Dedicate \$75,000 of ~~PDA-planning~~ **STP** funds to develop a Countywide Investment Study as shown in Attachment B;
2. Authorize the Executive Director to issue a Request for Proposals to assist the STA in completing the Solano County Priority Development Area Investment Study; and
3. Authorize the Executive Director to enter into a contract in an amount not-to-exceed \$75,000 for this work.

On a motion by Board Member Steve Hardy, and a second by Board Member Elizabeth Patterson, the STA Board unanimously approved the recommendation as amended shown above in ~~strike through~~ **bold italics**.

## **ACTION – NON-FINANCIAL ITEMS**

**A. This item was tabled until the next Board meeting in January 2013.  
STA’s 2013 Legislative Priorities and Platform**

**B. I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report**

Recommendation:

Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, approve the following actions:

1. **APPROVE** Resolution No. 2012-18 accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and
3. **DIRECT** that upon approval of Resolution No. 2012-18, that the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees, if necessary.

On a motion by Board Member Jim Spering, and a second by Board Member Norman Richardson, the STA Board unanimously approved the recommendation.

**C. STA Recommendation to Request the Solano County Board of Supervisors to Include Transportation Projects as Part of the County’s Public Facility Fee Update**

Recommendation:

Request that the Solano County Board of Supervisors consider the following actions:

1. Add transportation facilities to the County of Solano’s Public Facility Fee Program;
2. Designate the Solano Transportation Authority to manage the portion of the County of Solano’s Public Facility Fee dedicated for Transportation Projects; and
3. A transportation facility fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus).

On a motion by Board Member Jim Spering, and a second by Board Member Pete Sanchez, the STA Board unanimously approved the recommendation.

**D. This item was tabled until the next Board meeting in January 2013.  
Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member**

## **CONSENT CALENDARS**

On a motion by Board Member Steve Hardy, and a second by Board Member Elizabeth Patterson, the STA Board approved Consent Calendar Items A through O.

**A. REVISED Minutes of the STA Board Meeting of July 11, 2012**

Recommendation:

Approve STA Board REVISED Meeting Minutes of July 11 2012.

- B. Minutes of the STA Board Meeting of October 10, 2012**  
Recommendation:  
Approve STA Board Meeting Minutes of October 10, 2012.
- C. Draft Minutes of the TAC Meeting of November 28, 2012**  
Recommendation:  
Approve Draft TAC Meeting Minutes of November 28, 2012.
- D. Fiscal Year (FY) 2012-13 First Quarter Budget Report**  
Recommendation:  
Receive and file.
- E. STA Employee 2013 Benefit Summary Update**  
Recommendation:  
Receive and file.
- F. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2012-13 Work Program and FY 2011-12 Year-End Report**  
Recommendation:  
Approve the Solano Napa Commuter Information Work Program for FY 2012-13 as shown in Attachment A.
- G. Paratransit Coordinating Council (PCC) Member Reappointments**  
Recommendation:  
Reappoint Richard Burnett and James Williams to the Paratransit Coordinating Council for an additional three years.
- H. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012**  
Recommendation:  
Approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.
- I. Proposed SolanoExpress Route 78 Service Changes**  
Recommendation:  
Approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.
- Proposed SolanoExpress Route 85 Service Changes**  
Recommendation:  
Approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip as proposed by SolTrans.
- J. OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules**  
Recommendation:  
Approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.

**K. STA Planning and Programming Agreement**

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to execute the Interagency Agreement Between the Metropolitan Transportation Commission and the Solano Transportation Authority for Planning and Programming for Fiscal Years 2012-13, 2013-14, 2014-15 and 2015-16;
2. Program the base amount of \$2,673,000 and augmented amount of \$333,000 for a total of \$3,006,000 of the STA's OneBayArea Grant (OBAG) Surface Transportation Program (STP) funds for STA Congestion Management Agency (CMA) Planning Activities as described in attachment A; and
3. Advance \$75,000 of STP funds available from the October Vallejo fund swap action for development of the PDA Growth Strategy, and designate \$50,000 of future PDA Implementation Funds to back fill these advanced funds.

**L. I-80 Eastbound Cordelia Truck Scales Relocation Project Contract Amendment**

Recommendation:

Approve a contract amendment for HDR Engineering, Inc. for an amount not-to-exceed \$282,000, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.

**M. Request For Proposals (RFP) for Regional Measure 2 (RM 2) SolanoExpress Fiscal Year (FY) 2012-13 Transit Marketing Consultant Services**

Recommendation:

Approve the following:

1. Local preference goal of 2% for the SolanoExpress Transit Marketing FY 2012-13; and
2. Authorize the Executive Director to issue a Request For Proposals for consultant services for SolanoExpress transit marketing; and
3. Authorize the Executive Director to enter into an agreement in an amount not to exceed \$206,600 for the FY 2012-13 SolanoExpress transit marketing.

**N. I-80/I-680/State Route (SR) 12 Interchange Project**

Recommendation:

Approve Resolution No. 2012-19 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.796 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project for right of way phase.

Robert Powell made a public comment with regard to item N, he stated that that there is an inaccuracy in the map for bike path and that is a federal bike path on an interstate. He commented that the path be moved and urges the board to make that correction.

Janet Adams stated that the comment was with reference to Action Non-Financial item X.B.

**O. 2013 Paratransit Coordinating Council (PCC) Work and Outreach Plans**

Recommendation:

Approve the 2013 PCC Work Plan as shown in Attachment A and the 2013 PCC Outreach Plan as shown in Attachment B.

**COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:**

- A. MTC Report**
- B. Caltrans Report**
- C. STA Reports:**
  - 1. Announcement of Nominees for STA's 15<sup>th</sup> Annual Awards**
  - 2. State Legislative Update presented by Gus Khouri, Shaw/Yoder, Inc.**
  - 3. Directors Report:**
    - 1. Planning**
    - 2. Projects**
    - 3. Transit/Rideshare**
      - a) 2012 Solano Employer Commute Challenge Wrap-up**
      - b) Paratransit Coordinating Council (PCC) 2013 Work Plan**

**INFORMATIONAL**

- A. Project Initiation Document (PID) Reimbursement and Program Update**
- B. Climate Action Plan (CAP) Update**
- C. Solano Employer Commute Challenge 2012 – Final Results**
- D. Funding Opportunities Summary**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013**

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7:47 p.m.