

Daily Journal

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Development

CALIFORNIA'S **TOP 50** DEVELOPMENT LAWYERS

Editors Note

This year, we decided to take a different approach. We didn't pick a list of lawyers specifically devoted to real estate deals or municipal law. Our list this year is a collection of the state's top attorneys whose work in the development arena significantly impacted projects that are helping to shape the transformation of cities.

These lawyers and the others on our list are passionate about their work, and it shows in very tangible ways.

Allan T. Marks

FIRM

**Milbank, Tweed, Hadley &
McCloy LLP**
Los Angeles

SPECIALTIES

project finance



Marks served as developer's counsel on the second phase of the \$1.1 billion Presidio Parkway public/private partnership highway project.

Now under construction, it will replace Doyle Drive, the southern access to the Golden Gate Bridge in San Francisco.

This marks the first transportation infrastructure project completed under California's statute for public/private, or P3, developments.

The law allows the California Department of Transportation to contract with private entities to develop and operate certain public transportation endeavors, with the goal of saving both time and money, and sharing the risks, Marks said.

"This helps government if it's done right," he added.

But it was a long haul.

"With the Presidio, there were a lot of jurisdictions," Marks said. "Overlapping jurisdictions with authority to block or restrict a new project, and no jurisdiction with broad approval powers, hinders development in California generally."

In the case of Presidio Parkway, he added, "We were fortunate to be part of the process by which a complex and innovative project was able to navigate the approval and implementation process, with an unusual degree of collaboration between multiple jurisdictions."

Those included Caltrans, the San Francisco County Transportation Authority and the California Transportation Commission, among others.

In another matter, Marks served as the lenders' special California counsel in the \$300 million financing of the Long Beach courthouse.

The building, which opened in September, was developed by Long Beach Judicial Partners LLC, a consortium led by Meridiam Infrastructure under a long-term public/private partnership concession agreement with what was formerly known as the Administrative Office of the Courts, which is part of the California Judicial Council.

According to Marks, the project was the first to be procured under the state's performance-based infrastructure initiative designed to boost efficiency and lower costs.

— Pat Broderick