

For Immediate Release

Contact: Brian Heaton
(916) 441-7991
bheaton@celsoc.org

Dustin Mapson
(925) 930-9848
dustin@gallen.com

Page 1 of 2

Defeat of AB 2600 a Short-Sighted Move for California's Infrastructure Interests

SACRAMENTO – The Consulting Engineers and Land Surveyors of California (CELSOC) is disappointed that AB 2600, authored by Assemblyman Roger Niello, R-Sacramento, was defeated today in the Assembly Committee on Business and Professions. AB 2600 would have added definition and clarity to state engagement in the public-private partnership (P3) process, while creating a model to address critical infrastructure concerns.

Given the crumbling state of California's infrastructure, voting down a bill which would have helped pump billions of dollars into infrastructure projects, is clearly a short-sighted move.

A 2006 report card by the American Society of Civil Engineers gave California an overall "C" rating for all infrastructure projects, with some categories outright failing. Infrastructure in some parts of the state is operating well past its intended design life and is in need of upgrading or replacement.

P3s combine the strengths and values of the public and private sectors by allowing government and private companies to enter into contracts that make both entities responsible for the delivery of infrastructure services. The P3 model has been widely successful throughout the world. P3s are all about capitalization, not privatization. Public oversight and ownership of projects is maintained during and after the completion of P3 projects. In California, one of the state's landmarks -- the Golden Gate Bridge -- was a public-private partnership before the term was used.

More recently, the Alameda Corridor project was another successful example. This highly effective P3 produced a 20-mile stretch of railway connecting the nation's largest port complex with the mail line rail routes toward central and eastern U.S. markets. The project included collaboration on the part of many public and private organizations including the Alameda Corridor Transportation Authority, the Ports of Los Angeles and Long Beach, Los Angeles Metropolitan Transportation Authority, the State of California and Federal Department of Transportation, the Union Pacific and BNSF Railroads and several engineering and construction companies.

CELSOC is a strong supporter of mechanisms that will provide transparency and openness to the P3 process, both as a means of ensuring public confidence in the P3 model and to facilitate the greater use of P3s in California. While today's vote was a setback, the effort to promote California's utilization of P3s to meet its infrastructure needs will continue.

CELSOC is a 52-year-old, statewide association representing 1,200 private consulting engineering and land surveying firms that average 20 employees each. CELSOC is dedicated to enhancing the consulting engineering and land surveying professions, protecting the general public and promoting the use of the private sector in the growth and development of our state. Our members provide services for all phases of planning, designing and constructing projects. For more information, visit www.celsoc.org.

###