

**For Immediate Release**

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## **Defeat of Caballero's Public-Private Partnerships Measure a Blow to Rebuilding California's Infrastructure**

SACRAMENTO – Assembly Bill 1756, a measure that would have established a statewide office to assist local agencies with implementing public-private partnerships (PPPs), was defeated Tuesday in the Assembly Business & Professions Committee.

The bill, authored by Assemblywoman Anna Caballero, D-Salinas, would not have expanded agencies' legal authority but would have given local agencies access to the expertise and experience of other public agencies. Had the bill been signed into law, it would have provided an effective resource for local governments to be better partners in the delivery of much-needed infrastructure projects statewide.

"It was difficult to watch elected officials profess their support for local government working in partnership with the private sector to build badly needed infrastructure and then fail to vote in support of the tools local government needs to do just that," explained Daniel Curtin, director of the California Conference of Carpenters.

Paul Meyer, executive director of the Consulting Engineers and Land Surveyors of California, agreed.

"Given the crumbling state of California's existing infrastructure, California really needs bills like AB 1756," Meyer said. "In the long run, voting down a bill to give local agencies a one-stop-shop for information on PPPs will only slow the process of getting projects through the pipeline. CELSOC applauds

Assemblywoman Caballero for her efforts to help California catch up with the rest of the nation and many countries around the world in the use of PPPs.”

The PPP model has been widely successful throughout the world. 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 PPP 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.

Today’s setback does not diminish California’s need to use PPPs to meet its infrastructure needs. The effort will continue.

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