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American Federation of State, County and Municipal Employees

AFSCME Council 13

AFSCME Council 40

AFSCME District Council 48

AFSCME Local 375 DC 37

AFSCME Local 882

AFSCME Minnesota Council 5

Alaska Public Employees Association/AFT

American Federation of Teachers (AFT)

Association of Engineering Employees of Oregon (AEE)

Communications Workers of America (CWA)

Communications Workers of America Local 1032

Connecticut State Employees Association (CSEA), SEIU Local 2001

Council of Engineers and Scientists Organizations (CESO)

CSEA Local 1000, AFSCME, AFL-CIO

Department for Professional Employees, AFL-CIO

International Federation of Professional & Technical Engineers Local 17

International Federation of Professional & Technical Engineers Local 195

International Federation of Professional & Technical Engineers Local 21

International Federation of Professional & Technical Engineers Local 400, RIDOT Professional Employees Association

International Federation of Professional & Technical Engineers, AFL-CIO & CLC

Maine State Employees Association/SEIU Local 1989

Massachusetts Organization of State Engineers and Scientists (M.O.S.E.S.)

Michigan Public Employees SEIU Local 517M

Minnesota Government Engineers Council (MGEC)

Montana Public Employees Association

New York State Public Employees Federation (PEF), AFL-CIO

Ohio Civil Service Employees Association (AFSCME), Local 11 AFL-CIO

Oklahoma Public Employees Association (OPEA)

Professional Engineers in California Government (PECG)

SEIU Local 285

SEIU Local 503, Oregon Public Employees Union

Service Employees International Union (SEIU)

State Highway and Transportation Employees Association of Missouri

Teamsters Local Union No. 916/IBT

Wisconsin State Employees Union/AFSCME Council 24

Wisconsin State Engineering Association (SEA)

Cost Comparison to Save Transportation Dollars

Increasingly, state and local transportation agencies are spending hundreds of millions of federal dollars on private contracts for architectural, engineering, construction inspection and related transportation services without determining if these contracts are cost-effective, result in the construction of safe projects, or in any way serve the public interest.

This proposal will ensure taxpayers receive safe, high quality transportation services at the best possible price by requiring state and local transportation agencies to prepare a cost-benefit analysis prior to outsourcing transportation services.

As detailed in *Highway Robbery II*, a 2007 report by the National Association of State Highway and Transportation Unions (NASHTU), enormous problems -- delays in project delivery, cost overruns, and reduced project safety and quality -- have been created in recent years when state and local transportation agencies irresponsibly outsource design, construction management, oversight, and inspection on transportation projects.

Specifically, this proposal would require government agencies to prepare a:

Cost Comparison

For architectural, engineering, and related services on surface transportation projects using federal funds, a government agency shall prepare an estimate of the cost of procuring the services under a private contract and an estimate of having the services performed by employees of the government agency. A contract shall not be awarded if employees of the agency can perform the services at less cost.