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**H.R. 3621 (KILPATRICK)
THE SAFETY, ACCOUNTABILITY AND FUNDING EFFICIENCY
FOR TRANSPORTATION (SAFE-T) ACT**

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.

The Safety, Accountability and Funding Efficiency for Transportation (SAFE-T) Act 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 and assess the past performance histories of contractors, prior to outsourcing transportation services.

As detailed in *Highway Robbery II*, a May 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, SAFE-T requires government agencies to prepare:

COST BENEFIT ANALYSIS for any private contract proposed to utilize \$100,000 or more of Federal funds. The analysis must outline the cost of doing the proposed work by private contract or with government agency employees and assess the potential impacts on project delivery and public safety.

PERFORMANCE HISTORY of the private contractor proposed to receive a contract, including a description of previous work performed for government agencies and an assessment of whether the contractor has delivered government projects safely, on schedule and within budget.

SAFE-T accountability provisions would not apply when the work is of an emergency, specialty or intermittent nature. SAFE-T also allows government agencies to use the federal Brooks Act, their own qualification-based selection criteria, or any other fair, competitive procurement process.

American Federation of State, County and Municipal Employees
AFSCME Council 13
AFSCME District Council 48
AFSCME Local 375 DC 37
AFSCME Local 882
AFSCME Minnesota Council 5
Alaska Public Employees Association/AFT
AFT Public Employees
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 21
International Federation of Professional & Technical Engineers Local 195
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
OCSEA/AFSCME Local 11, Chapter 2513
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 Council 40/AFSCME
Wisconsin State Employees Union/AFSCME Council 24
Wisconsin State Engineering Association (SEA)