

Opposition to Rep. Hanna's Amendment (# 23) to the House Surface Transportation Authorization

The House is expected to consider amendments to the surface transportation bill this Wednesday and Thursday. Rep. Richard Hanna has [proposed language](#) that would encourage State DOTs to utilize the private sector for engineering and design services. **NASHTU, its affiliates and our labor allies, STRONGLY OBJECT to Rep. Hanna's amendment language and we request the rejection of the amendment.**

- States deserve the flexibility to decide whether it is more cost effective and efficient to utilize their own staff or to contract with the private sector to deliver their transportation projects.
- The adoption of this language will encourage outsourcing and will waste already scarce transportation dollars. Countless studies from across the nation confirm that outsourcing engineering and design services on transportation projects is more expensive than using publicly-employed engineers and does not speed up project delivery.
 - California spends \$237,000 per outsourced engineer per year compared to \$116,000 for a state-employed engineer, according to 2014 state budget documents
 - Louisiana spends \$197,942 per outsourced engineer per year compared to \$82,364 for a state-employed engineer, according to a consulting firm contracted by the state in 2014 to recommend costs savings measures.
 - Tennessee DOT found that it could save 15% if it brought more engineers in-house,
 - Colorado DOT also studied the issue, and they saved 29% by bringing the engineering and design services in-house.
- Adding this language into federal law would be a first step toward incentivizing or even mandating the use of the private sector for engineering and design services.