

NJ STATE BUDGET AND THE STATE EMPLOYEE HEAD COUNT POLITICALLY WISE, DOLLAR FOOLISH

Budget deliberations between the Governor and the Legislature are focused on reducing the absolute number of state workers - the head count. In fact, Assembly Bill 2802 and Senate Bill 2044 impose limits on the number of state employees in the Executive and Judicial Branch in the future. The politicians hope to campaign on a platform of "SEE, WE ARE LIMITING THE NUMBER OF STATE EMPLOYEES AND THIS WILL CUT THE COST OF STATE GOVERNMENT."

UNFORTUNATELY, THE FACTS ARE NOT SO SIMPLE.

THE NEW JERSEY DEPARTMENT OF TRANSPORTATION has spent \$222.5 million per year on average over the past five fiscal years for engineering design, construction inspection and bridge inspection services. **Two-thirds of that annual expenditure (\$147.1 million) was paid to private engineering consultant firms.**

THE NJDOT'S own internal cost studies (last updated in November, 2007 and January, 2008) show that it is **49.8% CHEAPER TO DO THE WORK IN-HOUSE WITH STATE WORKERS RATHER THAN CONTRACT THE WORK OUT TO PRIVATE ENGINEERING CONSULTANT FIRMS.**

**THIS SHOULD BE A NO-BRAINER:
HIRE SEVERAL HUNDRED MORE STATE
ENGINEERS AND SAVE THE TAXPAYERS UP TO
\$73.2 MILLION A YEAR (\$147.1 MILLION X 49.8%).**

Will our political leaders follow the facts or be more persuaded by their own political rhetoric and the \$2 million a year that private engineering consultant firms contribute to state political campaigns?

**WATCH & SEE:
THE FACTS VS. "PAY TO PLAY"**

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