



2021-2022 Executive Budget Proposal on Transportation

Joint Budget Hearing Testimony

January 26, 2021

Andrew Puleo, Regional Coordinator

Good morning Chairpersons Krueger, Weinstein and other distinguished members of the Committee. My name is Andrew Puleo, Regional Coordinator for the Public Employees Federation (PEF). I am currently employed by the NYS Department of Transportation (DOT) in Region 6 (Allegany, Chemung, Schuyler, Steuben and Yates counties) as a regional highway work permit engineer. I have previously worked for the DOT as a construction inspector and assistance resident engineer on Long Island.

PEF represents 52,000 state employees in the professional, scientific and technical bargaining unit, including hundreds of engineers and other titles at the Department of Transportation.

While PEF supports the need for continued funding to improve the state's infrastructure, we have serious concerns with the prioritization of many of these initiatives over the proposed funding cuts to the state agencies, the diminution of services to the state's most at-risk residents, the continued reduction in the state workforce, the continued lack of transparency and oversight on agencies who use of taxpayer dollars to hire private service contractors and the lack of public oversight on taxpayer funded public works projects.

Despite the uncertain, if not dire, fiscal situation, the Executive Budget proposal calls for suspending the Debt Reform Act until 2022 to finance \$11.5 billion in state-supported debt; \$3.9 billion in state cash resources; and \$2.2 billion in Federal aid in support of this infrastructure plan. Capital spending over the next five years is expected to average approximately \$14.6 billion annually. In FY 2022, capital spending is projected to increase by 24 percent compared to FY 2021.¹

¹ *Investing in Infrastructure*, 2021 Executive Budget Briefing Book, <https://www.budget.ny.gov/pubs/archive/fy22/ex/book/briefingbook.pdf>

It is important to note the out-year costs for this debt, state-related debt service is projected to increase from \$6.4 billion in 2021 to \$8.8 billion in 2026 or an average rate of 6.4% annually.²

We understand that capital funding is critical to maintaining the state's long-term economic competitiveness and we support the state's laudable investments in state and local roads and bridges, non-MTA transit systems, pedestrian and bicycle facilities, rail, aviation improvements and expediting the transition to a greener economy. However, we do question the timing and the mechanisms through which the Governor proposes to effectuate those investments -- We are in the midst of a deadly pandemic where thousands of residents have already lost their jobs, homes, healthcare and too many have lost their lives. The massive increase in capital spending proposed in this budget dramatically increases the state's out-year debt load while proposing to close a projected \$15 billion operating budget gap by cutting and privatizing the state's mental health services; closing at-risk youth and prison facilities; consolidating agencies and programs; and cutting the earned health insurance benefits of the very public employees he characterized as heroes for the past 12 months.

While we are grateful that the Governor has avoided layoffs or furloughs to date, this budget increases spending on capital projects and increase the future debt burden for our state and taxpayers substantially. PEF has joined with the Governor to lobby our federal officials to provide significant support for New York to meet its operating budget needs. However, while federal support is absolutely critical, wealthy New Yorkers who have seen their annual incomes and net worth increase during the pandemic must also pay their fair share to support the state's

² FY 2022 Capital Projects and Financing Plan, Executive Budget Capital Plan, <https://www.budget.ny.gov/pubs/archive/fy22/ex/cp/fy22cp-ex.pdf>

on-going efforts to combat this economic and public health crisis. It is for these reasons that we are supportive of legislation to slightly increase the taxes paid by multi-millionaires and billionaires. If enacted, a package of small, progressive taxes on the incomes of uber-wealthy New Yorkers could generate substantial and recurring resources.³

New York is at a crucial juncture given the revenue shortfall and the increasing expenses needed to fight the coronavirus and distribute the vaccine efficiently and immediately. The Executive Budget proposes to balance the state's budget deficit on the backs of the hard working state employees who have served on the front lines during this pandemic. Not one construction inspector or bridge inspector should be furloughed or laid off while for-profit contractors remain funded with taxpayer dollars. Additionally, it is critical that the state legislature be actively involved at all levels of budget decision making processes, especially when certain state agencies seek to enter into any new outside contracts for public services during this fiscal crisis.

The continuation and expansion of the design-build procurement process for transportation, building and other infrastructure projects also remains a major concern for PEF. Design-build allows a single contractor to design, construct and inspect an entire project, as opposed to the traditional design-bid-build process, which provides for a separation of the design and build portions. Design-build bypasses competitive bidding laws, labor protections, transparency fairness and impartial oversight. We believe that this is a flawed program is not cost-effective; benefits only a handful of large construction companies, most from outside of New York state; and could even lead to serious public safety issues in the future. It is also important to note that design-build hurts most local contractors. Reports by two state

³ NYS Fiscal Policy Institute: <http://fiscalpolicy.org/generating-state-revenue-essential-for-post-pandemic-recovery>

Comptrollers and a report prepared for the DOT itself show that consultants cost between 65 and 87 percent more than comparable state employees. It is clear that there is no cost savings with design-build.

The NYS Division of the Budget has a different perspective on the efficacy of the design-build process, stating: “Design-build procurement allows design and construction services to be contracted by a single entity. State agencies and authorities with design-build authority have reduced costs by accelerating the completion dates for various projects.”⁴ Of course, there is not report or documentation to affirm the assertions regarding the “reduced costs” or “accelerated” completion rates purported. It is important to also note that under the “Infrastructure Investment Act,” the NYSTA, DOT, OPRHP, NYCHA, DEC, DASNY, ESD, OGS, SUCF, ORDA, the Battery Park City Authority and the State Bridge Authority, along with other specific projects (including the replacement of the Rikers Island Jail Complex and the reconstruction of the Brooklyn-Queens Expressway) are all authorized to utilize the opaque design-build process through 2022.

From our perspective, the leading example of a design-build project plagued by a lack of appropriate oversight is the Governor Mario M. Cuomo bridge (formerly the Tappan Zee bridge). Currently, the builders are suing the state (NYS Thruway Authority) for \$900 million in unpaid bills. If this suit is successful, the total cost of the bridge would increase by roughly 23 percent, for a total of \$4.8 billion. A separate lawsuit between a subcontractor and the design-build consortium claims that the lighting bid did not include surge protectors, causing the lights

⁴ FY 2022 Capital Projects and Financing Plan, Executive Budget Capital Plan, <https://www.budget.ny.gov/pubs/archive/fy22/ex/cp/fy22cp-ex.pdf>

to malfunction as far back as 2017 and led to an additional \$800,000 to repair⁵. According to Politico, even some of the companies involved in the bridge construction are re-examining the design-build model. In late 2019, CEO of Granite Construction Northeast said, “In these situations, the owner assumes that the contractor had those issues in their bid and the contractor didn’t assume that and so it ends up in a dispute. That is the bottom line and that has to change in this industry.”⁶ Part of the problem is that only 30 percent of the design phase has been completed when a design-build contract is let. There are still a lot of unknowns which may impact and quality and cost of the project.

In addition, we still await findings by the Taxpayer Protection Bureau in the Attorney General’s office regarding allegations concerning broken bolts that a former safety inspector described as “a major defect that does not normally occur” and, if discovered, “would probably shut the whole job down.”⁷ While an outside firm later determined that the bolts may have been either over-tightened or had an “occasional material defect”, this still raises questions about profit margins and meeting artificial deadlines over long-term safety and expected lifespan of the infrastructure. Do we really think that any reasonable person or business would invest \$4 billion in a project and **NOT** have a representative or inspector on-site and involved in the project to ensure the structural design is appropriate for the project, and that appropriate and quality materials are used and used correctly, that corners aren’t being cut to meet deadlines or to have a

⁵ “Contractor Says Missing Devices Caused Tappan Zee Lighting Breakdown,” westfaironline.com April 24, 2020.

⁶ “More Evidence Emerges that Mario M. Cuomo Bridge Faces Budgetary Risks,” Politico November 22, 2019.

⁷ “Attorney General Investigating Broken Bolts on Mario Cuomo Bridge,” New York Times December 14, 2018.

licensed inspector ensure it meet all health and safety standards prior to final completion? Then, why does the state of New York?

It is important to remember that the “state” inspectors are employees of the taxpayers and hold, as a primary function, an allegiance and accountability to the taxpayer. Consultant firms are contractors whose primary goal is to make money. This, by its very nature, demands that the consultant inspection team represent the interests of the company first and the interests of taxpayers second. DOT as an agency, is so short staffed that the state is relying on private consultants to oversee their own work and oversee the work done by other contractors. Where is the oversight that is required to represent the financial interests and the health and safety of the state’s taxpayers?

Last year’s state budget continued to expand design-build to six new agencies and authorities and extended the program through the end of 2022. PEF thanks the Legislature for increasing state worker involvement in the inspections and quality control aspect of projects. Specifically, public employees “shall examine and review certifications provided by contractors for conformance with material source testing, certifications testing, surveying, monitoring of environmental compliance, independent quality control testing and inspection and quality assurance audits.” (See also, Chapter 52 of the Laws of 2020). In addition, starting this year, a report must be submitted annually and placed on the OGS website detailing each design-build contract, an explanation of cost and time savings associated with each project and the participation rate and dollar value of MWBE and veteran-owned businesses. While we thank the Legislature for working hard to make these improvements to the budget language, we know that they are only a first step. The taxpayers who fund these projects need and deserve to have state

inspectors on-site to protect their short and long-term financial and public safety interests. State inspectors need to have a larger role in the process, not just have the ability to review some certifications.

PEF members also believe that the civil service laws should be maintained and strengthened. In 1883, New York became the first state to establish a civil service system. As mandated by the State Constitution, this system was created to make sure that government jobs were given to individuals based on their “merit” and “fitness” for a position, rather than based on who they know. New York’s civil service system provides a ladder to the middle class for so many under-represented groups, including women and people of color, the chance to join the middle-class and create a better life for themselves and their families. The contracting out of civil service titles circumvents the intent of civil service law and diminishes tax payer return on investment of funding the department of civil service.

Long-term, self-imposed state funding caps have decimated that state workforce and left the state less prepared to deal with emergencies like the COVID-19 pandemic. Since 2009, New York state has shed 15,665 with the NYS DOT having lost 1,844 positions or 17% of its workforce⁸. This year’s Executive Budget proposes to reduce the state workforce by an additional 830 staff.⁹ Despite chronic under-staffing, forced redeployments, mandated overtime and concerns over infecting family members, the state workforce continued to show up and get the job done during the pandemic. This crisis has highlighted the need to fortify agency

⁸ Source: <https://www.cs.ny.gov/businesssuite/docs/workforceplans/2019.pdf>

⁹ “State Workforce,” 2021 Executive Budget Briefing Book, <https://www.budget.ny.gov/pubs/archive/fy22/ex/book/briefingbook.pdf>

capacity, protect quality public services and develop an adequate staffing plan for all state agencies. The state of New York should be looking to develop its workforce capacity and to supplement its services, not outsourcing programs and cutting competitive civil service positions.











New York state is in a historical budgetary crisis and this crisis requires that the state undertake a top to bottom review of its financial practices to ensure the resources entrusted to it by taxpayers are being used in the most economical and cost-effective manner and to the maximum benefit of taxpayers. Now is the time for the enactment of legislation to provide the most basic protections to taxpayers and to protect the civil service jobs that have made this state so successful:

- Require Evaluation of Current Private Service Contracts: In order to evaluate the use of the state's limited resources, PEF urges the passage of legislation to require the Executive to conduct and publish a comprehensive cost-benefit analysis of the current the \$1 billion that the state spends annually on outside service contracts for projects and services to determine if such service can be rendered more economically by existing public employees (See also, Appendix A); and
- Require Cost-Benefit Analysis for All Future Private Service Contracts: In accordance with the most basic business practices, PEF urges the passage of legislation to require a cost-benefit analysis and the publication thereof before any state agency can enter into any private service contract; and
- Require Agency Disclosure of Outside Private Service Contact Needs: In accordance with good budgeting practices in the private sector, PEF urges the

Legislation to require state agencies to delineate any private service contract needs as part of annual Executive Budget request so that the State Legislature can make informed decisions regarding resource allocation.

- Require Taxpayer Representation on All Taxpayer Funded Projects: The state should not continue the practice of allowing private companies to design, build and approve state-funded projects without appropriate public oversight. This practice represents a fundamental abdication of responsibility relative to the appropriate use of public dollars and ensuring the health and safety of the state's residents. In order to protect the interests of taxpayers, New York state needs to institute a more robust method of public oversight for its publically-funded transportation, building and other infrastructure projects. The state should revert to its past practice of rely on its professional engineering, inspection and other staff at the DOT and other agencies to be on-site to oversee, design, inspect and approve all of taxpayer funded projects to ensure they are appropriately designed, utilize appropriate and quality construction products, and are completed in a manner that meets the specifications outlined in the originally approved design. We urge the State Legislature to reform the current design-build process at the earliest possible opportunity.

Appendix A¹⁰

Vendor Name 									
Vendor Name	Department/Facility	Contract Number	Current Contract Amount	Spending to Date	Contract Start Date	Contract End Date	Contract Description	Contract Type	Original Contract Approved/Filed Date
FOIT-ALBERT ASSOCIATES ARCH & ENGR	Department of Transportation	D031356	\$300,000.00	\$300,000.00	05/01/2016	02/28/2017	FINAL DESIGN BRIDGE REPLACEMENT RT 42 OVER WEST KILL & RT 298 OVER EAST KILL GREENE COUNTY	Consultant - Architect, Engineering And Appraisal Related Services	08/03/2016
GANNETT FLEMING ENGINEERS & ARCHITECTS PC	Department of Transportation	D037657	\$490,000.00	\$279,399.70	02/01/2018	03/31/2021	Design Services Integration of AASHTO Element Inspection Data Statewide Various Counties	Consultant - Architect, Engineering And Appraisal Related Services	08/14/2018
GAYRON DE BRUIJN LAND SURVEYING & ENGINEERING PC	Department of Transportation	D037669	\$400,000.00	\$368,285.76	03/01/2018	02/28/2021	Surveying Services Term Agreement Region 10	Consultant - Architect, Engineering And Appraisal Related Services	09/06/2018
GEI CONSULTANTS INC	Department of Transportation	D037659	\$750,000.00	\$42,578.96	07/03/2018	06/30/2021	Ecological Services Term Agreement Statewide	Consultant - Architect, Engineering And Appraisal Related Services	08/16/2018
GOODMAN MARKS ASSOCIATES INC	Department of Transportation	C037880	\$1,800,000.00	\$0.00	09/17/2020	09/16/2023	Primary Consultant appraisal services for NYSDOT Downstate Zone	Consultant - Architect, Engineering And Appraisal Related Services	09/17/2020
GREENMAN-PEDERSEN INC	Department of Transportation	D031448	\$3,900,000.00	\$2,321,766.17	01/02/2017	12/30/2021	Highway Design Term Agreement for Pedestrian Safety Action Plan PSAP Regions 8 10 11 all counties	Consultant - Architect, Engineering And Appraisal Related Services	04/19/2017
GREENMAN-PEDERSEN INC	Department of Transportation	D037648	\$1,315,000.00	\$160,134.60	10/01/2018	09/30/2021	Engineering Traffic Signals Analysis & Design Services Nassau County	Consultant - Architect, Engineering And Appraisal Related Services	01/15/2019
GREENMAN-PEDERSEN INC	Department of Transportation	D037807	\$1,065,000.00	\$173,928.50	05/01/2019	04/30/2022	Engineering Services Traffic Signal Timing & Arterial Optimization Term Agreement Regions 4 5 6	Consultant - Architect, Engineering And Appraisal Related Services	08/23/2019
GREENMAN-PEDERSEN INC	Department of Transportation	D037818	\$4,850,000.00	\$2,795,138.89	03/01/2019	05/31/2021	Professional Services Overhead Sign Structure Inspection Regions 1 - 7 & 9	Consultant - Architect, Engineering And Appraisal Related Services	06/26/2019
GREENMAN-PEDERSEN INC	Department of Transportation	D031455	\$4,485,000.00	\$3,687,872.00	01/01/2017	05/31/2019	MISC 2017-2018 OVERHEAD SIGN STRUCTURE INSPECTION REGIONS 1 2 3 4 5 6 7 9	Consultant - Architect, Engineering And Appraisal Related Services	06/23/2017
GREENMAN-PEDERSEN INC	Department of Transportation	D037856	\$783,000.00	\$234,245.78	10/01/2019	07/31/2022	Highway Design Safety Improvements Region 10 Suffolk County	Consultant - Architect, Engineering And Appraisal Related Services	11/14/2019
GREENMAN-PEDERSEN INC	Department of Transportation	D037870	\$11,984,000.00	\$430,351.58	12/02/2019	11/30/2024	Engineering Design Upgrade Protect & Maintain Long Island ITS System Queens County & Regions 10 & 11	Consultant - Architect, Engineering And Appraisal Related	02/11/2020

¹⁰ Source: Open Book New York:

https://www2.osc.state.ny.us/transparency/contracts/contractresults.cfm?PageNum_rsContract=2&a=DOT01&ac=&v=&vo=B&cn=&c=C&cs=C%7CSC_004&selOrigDateChoiceOperator=After&txtOrigFromDate=4%2F30%2F2016&txtOrigToDate=&selCTDateChoice=0&selCTDateChoiceOperator=0&txtCTFromDate=&txtCTToDate=&selContractAmountChoice=0&txtContractAmount1=&txtContractAmount2=&b=Search&order=VENDOR_NAME&sort=ASC

								Services	
GREENMAN-PEDERSEN INC	Department of Transportation	D037941	\$8,000,000.00	\$256,139.87	05/15/2020	05/15/2025	Regional Design Services Term Agreement Region 11	Consultant - Architect, Engineering And Appraisal Related Services	04/08/2020
GREENMAN-PEDERSEN INC	Department of Transportation	D037640	\$8,600,000.00	\$7,612,847.41	01/02/2018	05/31/2020	2018-19 Biennial & Interim Bridge Inspections All Counties In Region 5	Consultant - Architect, Engineering And Appraisal Related Services	01/16/2018
HARDESTY & HANOVER LLC	Department of Transportation	D037961	\$685,000.00	\$48,387.33	06/01/2020	09/30/2022	Highway design safety improvements Nassau & Suffolk counties	Consultant - Architect, Engineering And Appraisal Related Services	05/21/2020
HARDESTY & HANOVER LLC	Department of Transportation	D037929	\$3,138,000.00	\$445,719.65	01/01/2020	05/31/2022	Biennial & Interim Bridge Inspection Brooklyn Bridge Region 11 New York & Kings Counties	Consultant - Architect, Engineering And Appraisal Related Services	02/06/2020
HARDESTY & HANOVER LLC	Department of Transportation	D037675	\$7,000,000.00	\$1,427,501.91	02/05/2018	12/30/2022	Regional Design Services Services Term Nassau & Suffolk Counties	Consultant - Architect, Engineering And Appraisal Related Services	05/08/2018
HARDESTY & HANOVER LLC	Department of Transportation	D031435	\$5,000,000.00	\$4,983,049.90	01/02/2017	05/31/2019	2017-2018 BIENNIAL & INTERIM BRIDGE INSPECTIONS REGION 10 ALL COUNTIES	Consultant - Architect, Engineering And Appraisal Related Services	03/15/2017
HARDESTY & HANOVER LLC	Department of Transportation	D037747	\$12,000,000.00	\$4,196,085.87	07/01/2018	07/31/2025	Design Build Support Services Term Agreement Statewide	Consultant - Architect, Engineering And Appraisal Related Services	09/14/2018
HARDESTY & HANOVER LLC	Department of Transportation	D037724	\$950,000.00	\$424,739.92	09/01/2018	03/31/2022	Hwy Design Scoping & Preliminary Design Storm Drainage Improvements Suffolk County Region 10	Consultant - Architect, Engineering And Appraisal Related Services	10/25/2018
HENNINGSON DURHAM & RICHARDSON ARCHITECTURE AND ENGINEERING PC	Department of Transportation	D031462	\$8,000,000.00	\$1,335,139.35	04/03/2017	03/31/2022	RDSA REGIONAL DESIGN SERVICES AGREEMENT REGION 11 ALL COUNTIES	Consultant - Architect, Engineering And Appraisal Related Services	08/29/2017
HENNINGSON DURHAM & RICHARDSON ARCHITECTURE AND ENGINEERING PC	Department of Transportation	D037731	\$3,500,000.00	\$760,631.20	01/02/2018	12/31/2021	Term Agreement for Bridge NY Culvert Rehabilitation or Replacement Regions 8 10 & 11	Consultant - Architect, Engineering And Appraisal Related Services	02/27/2018
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D037647	\$1,630,000.00	\$1,137,988.41	01/02/2018	05/31/2020	2018 2019 BRIDGE INSPECTION WILLIAMSBURG BRIDGE NEW YORK COUNTY KINGS COUNTY	Consultant - Architect, Engineering And Appraisal Related Services	12/20/2017
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D037658	\$1,850,000.00	\$230,696.60	12/01/2018	11/30/2021	Bridge Load Ratings Level I And II Statewide	Consultant - Architect, Engineering And Appraisal Related Services	03/08/2019
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D031430	\$3,715,000.00	\$2,563,277.44	01/02/2017	05/31/2019	2017-18 BIENNIAL & INTERIM BRIDGE INSPECTION GOWANUS EXPRESSWAY INTERCHANGE REGION 11 KINGS COUNTY	Consultant - Architect, Engineering And Appraisal Related Services	01/17/2017
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D031272	\$2,000,000.00	\$1,209,753.64	04/01/2017	03/31/2022	Statewide Railroad Retainer Agreement Statewide	Consultant - Architect, Engineering And Appraisal Related Services	03/29/2018
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D031450	\$3,100,000.00	\$2,176,678.97	03/01/2017	02/28/2021	Highway Design final phases V & VI Corrective & preventive maintenance of retaining walls Region 11	Consultant - Architect, Engineering And Appraisal Related Services	04/11/2017
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D037822	\$8,450,000.00	\$5,664,033.40	01/01/2019	05/31/2021	2019-2020 Biennial & Interim Bridge Inspections King & Richmond Counties	Consultant - Architect, Engineering And Appraisal Related Services	01/23/2019
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D037945	\$1,950,000.00	\$0.00	04/01/2020	03/31/2025	Bridge overload permit screening & routing statewide	Consultant - Architect, Engineering And Appraisal Related Services	06/05/2020
HNTB NEW YORK ENGINEERING AND ARCHITECTURE PC	Department of Transportation	D037932	\$2,675,000.00	\$555,477.73	01/01/2020	05/31/2022	Biennial & Interim Inspection Queensboro Bridge New York & Queens Counties Region 11	Consultant - Architect, Engineering And Appraisal Related Services	12/06/2019
HNTB NEW YORK	Department of	D037867	\$1,650,000.00	\$460,275.00	03/01/2020	01/28/2022	Highway Design Retaining Wall	Consultant -	01/29/2020

ENGINEERING AND ARCHITECTURE PC	Transportation							Inspections & Corrective Maintenance Bronx County	Architect, Engineering And Appraisal Related Services	
HOWARD L BOSWELL ENGINEER & LAND SURVEYORPC	Department of Transportation	D031438	\$2,950,000.00	\$1,995,988.65	01/01/2017	05/31/2019	2017-2018 BRIDGE DIVING INSPECTION & FATHOMETER SURVEY DOWNSTATE SOUTH REGIONS 1 & 11 ALL COUNTIES	Consultant - Architect, Engineering And Appraisal Related Services		05/19/2017
HOWARD L BOSWELL ENGINEER & LAND SURVEYORPC	Department of Transportation	D031465	\$4,805,000.00	\$2,608,452.42	09/01/2017	12/31/2020	BRIDGE DIVING INSPECTION AND FATHOMETER SURVEY FDR AND HARLEM RIVER DR CORRIDOR NEW YORK COUNTY	Consultant - Architect, Engineering And Appraisal Related Services		09/25/2017
HOWARD L BOSWELL ENGINEER & LAND SURVEYORPC	Department of Transportation	D037790	\$2,305,000.00	\$1,288,240.36	01/02/2019	05/31/2021	Engineering Services 2019 2020 Bridge Diving & Fathometer Survey R10 & 11 All Counties	Consultant - Architect, Engineering And Appraisal Related Services		01/09/2019
HUDSON VALLEY APPRAISAL CORP	Department of Transportation	C037878	\$450,000.00	\$0.00	07/01/2020	06/30/2023	Primary Consultant appraisal services for NYSDOT Eastern Zone	Consultant - Architect, Engineering And Appraisal Related Services		07/24/2020
HUDSON VALLEY ENGINEERING ASSOCIATES PC	Department of Transportation	D037604	\$1,500,000.00	\$1,400,422.24	05/01/2017	04/30/2020	HIGHWAY SAFETY INVESTIGATION TERM AGREEMENT REGION 8	Consultant - Architect, Engineering And Appraisal Related Services		11/22/2017
HUDSON VALLEY ENGINEERING ASSOCIATES PC	Department of Transportation	D037720	\$1,500,000.00	\$0.00	01/02/2018	12/31/2022	Regional Design Services Agreement Region 8	Consultant - Architect, Engineering And Appraisal Related Services		06/18/2018
INFRA-MODEL ENGINEERING PC	Department of Transportation	D037601	\$2,000,000.00	\$535,536.11	03/15/2018	02/15/2022	Engineering Services Subsurface Utility Statewide	Consultant - Architect, Engineering And Appraisal Related Services		05/16/2018
JACOBS CIVIL CONSULTANTS INC	Department of Transportation	D031500	\$3,050,000.00	\$973,838.98	08/01/2018	06/30/2021	Design Services Long Island Expressway Auxiliary Lane & Safety Improvements Queens County	Consultant - Architect, Engineering And Appraisal Related Services		09/10/2018
JACOBS CIVIL CONSULTANTS INC	Department of Transportation	D031499	\$3,515,000.00	\$1,521,174.46	02/01/2018	01/31/2023	Traffic System Engineering Services ITS Maintenance Region 11 Kings NY & Richmond Co	Consultant - Architect, Engineering And Appraisal Related Services		07/11/2018
JACOBS CIVIL CONSULTANTS INC	Department of Transportation	D031475	\$1,000,000.00	\$190,823.64	04/01/2017	03/31/2021	VALUE ENGINEERING SERVICES TERM AGREEMENT STATEWIDE	Consultant - Architect, Engineering And Appraisal Related Services		11/27/2017
JACOBS CIVIL CONSULTANTS INC	Department of Transportation	D031498	\$6,050,000.00	\$3,228,563.31	02/01/2018	01/31/2023	Engineering Services ITS System Maintenance Bronx Queens & New York Counties	Consultant - Architect, Engineering And Appraisal Related Services		03/29/2018
JMT OF NEW YORK INC	Department of Transportation	D037637	\$3,900,000.00	\$3,790,835.73	01/02/2018	05/31/2020	Bridge Inventory 2018 2019 Biennial & Interim Bridge Inspection Region 2	Consultant - Architect, Engineering And Appraisal Related Services		03/20/2018
JMT OF NEW YORK INC	Department of Transportation	D037872	\$4,750,000.00	\$997,751.75	01/01/2020	05/31/2022	Bridge Inventory 2020 2021 Biennial & Interim Bridge Inspections Region 2 All Counties	Consultant - Architect, Engineering And Appraisal Related Services		02/27/2020
JOHN MINGLE	Department of Transportation	C037700	\$100,000.00	\$64,028.00	07/01/2017	06/30/2021	Appraisal Services for Region 8 (Fifth Round)	Consultant - Architect, Engineering And Appraisal Related Services		11/22/2017
JOSEPH C LU ENGINEERING PC	Department of Transportation	D031369	\$2,000,000.01	\$1,211,512.49	05/01/2016	07/31/2019	TERM AGREEMENT ASBESTOS ASSESSMENT & REMEDIATION REGIONS 1 2 7 9	Consultant - Architect, Engineering And Appraisal Related Services		06/10/2016
JOSEPH C LU ENGINEERING PC	Department of Transportation	D031354	\$289,000.00	\$289,000.00	05/01/2016	02/28/2017	HIGHWAY DESIGN PHASES 5 & 6 BRIDGE REPLACEMENT ROUTE 52 SULLIVAN COUNTY	Consultant - Architect, Engineering And Appraisal Related Services		07/11/2016
JOSEPH C LU ENGINEERING PC	Department of Transportation	DA31320	\$2,885,900.68	\$2,870,495.21	03/17/2017	05/31/2018	CONTRACT ASSIGNMENT BIENNIAL & INTERIM BRIDGE INSPECTION REGIONS 3 & 7	Consultant - Architect, Engineering And Appraisal Related Services		05/12/2017
JOSEPH C LU ENGINEERING PC	Department of Transportation	D037873	\$4,915,000.00	\$856,022.94	01/01/2020	05/31/2022	Biennial & Interim Bridge Inspection Regions 3 & 7 All Counties	Consultant - Architect, Engineering And Appraisal Related		02/11/2020

								Services	
KAPSCH TRAFFICOM TRANSPORTATION NA INC	Department of Transportation	CA15547	\$691,305.32	\$0.00	07/17/2006	08/31/2014	Assignment from Telvent USA LLC to Schneider Electric Mobility NA (Original Contract C015547)	Consultant - Architect, Engineering And Appraisal Related Services	07/21/20