



STATE OF NEW YORK  
**EXECUTIVE CHAMBER**  
ALBANY 12224

ANDREW M. CUOMO  
GOVERNOR

October 1, 2012

Mr. Ray LaHood  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary LaHood:

Pursuant to Title XV, Subtitle A, Section 1511 of the American Recovery and Reinvestment Act of 2009 (Pub. L. 111-5 (February 17, 2009)) ("ARRA"), I, Andrew M. Cuomo, hereby certify that the infrastructure investment, listed in the attachments to this certification dated September 5, 2012 and funded with amounts competitively awarded to New York State by ARRA under the heading "High Speed Intercity Passenger Rail Program," has received the full review and vetting required by law, and I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by Section 1511 concerning such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) will be available to the public at <http://www.recovery.ny.gov>, and linked to [www.recovery.gov](http://www.recovery.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew M. Cuomo", written over a horizontal line.

ANDREW M. CUOMO

Attachment

c: Joel Szabat, Deputy Assistant Secretary for Transportation Policy



ARRA 1511 Certification #6 High Speed Intercity Passenger Rail (HSIPR) Service Program - September 5, 2012

FRA Grant Award No.	FRA Grant Award Description	NYS DOT Project Description	County	MPO or Rural County	New York State Rail Plan Reference	Total Stimulus Amount	Total Project Cost	Cert #	
FR-HSR-0086-11-01-00	<p>The project is one award under the FRA HSIPR program using ARRA funds. The award consists of three distinct elements. The project was selected to receive ARRA funding under the FRA HSIPR program, which includes the three segments. NYSDOT will administer the final design and construction of the Empire Corridor Capacity Improvements project. Work includes Final design, then Phase 2 of the Hudson Line Signal Phase 1, that relocates signal wires underground and connects back up with Phase 1; and Schenectady Station platform and track improvements.</p>	<p>Section 1 - Albany-Rensselaer Fourth Station Track: This segment begins on the Empire Corridor in the City of Rensselaer, Rensselaer County. This segment of the overall award consists of constructing a new (fourth) passenger station track along the east side of the existing high level Platform "A". Upgrades to track alignments; turnouts and reconfiguring signals throughout the Station.</p> <p>Section 2 - Hudson Line Signal Wire Relocation (Phase 2): This segment begins on the CSXT Hudson Subdivision line in the Town of Redhook (Barrytown), Dutchess County and extends to Village of Castleton-On-Hudson, Rensselaer County. Phase 2 involves final design and construction for removing 30 year old communication and signal pole line, and replacing it with updated underground signal system-equipment that will increase reliability and facilitate the future implementation of Positive Train Control (PTC) in compliance with Federal Law.</p> <p>Section 3 - Schenectady Station Platform and Track Improvements: This segment of the award is located in City of Schenectady, Schenectady County along the Empire Corridor West on the CSXT Hudson Subdivision and CP Railway freight subdivision. Construction work includes replacement of Platform/Canopy, new Northern stairwell at Liberty Street, replacement of waterproofing membrane beneath track and platform, new track adjacent to proposed platforms; installation of infrastructure for proposed south stairwell and elevator associated with new station platform.</p>	Rensselaer	CDTC		Appendix A - Page 21	\$ 58,131,756	\$ 83,045,365	6
	<p>The project is located on the Empire Corridor, which connects to the Northeast Corridor (NEC) at Penn Station. Overall benefits for this project include: increased schedule reliability; reduced congestion, reduced conflicts between freight and passenger trains; increased capacity and efficiency. Additionally, benefits include increased ridership due to overall quality of service. (FRA ARRA FUNDING 70%/NYS DOT 30%)</p>		Schenectady	CDTC					