



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

**DAVID A. PATERSON**  
GOVERNOR

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

Dear Secretary LaHood:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (February 17, 2009)) ("ARRA"), I, David A. Paterson, hereby certify that the infrastructure investments, listed in the attachment to this certification dated July 7, 2010, funded with amounts appropriated by ARRA under the heading "High Speed Intercity Passenger Rail Service Program" to the Federal Railroad Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the specific information required by ARRA § 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is available to the public at <http://www.economicrecovery.ny.gov> and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

*David A. Paterson*

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David A. Paterson  
Governor of the State of New York

Signed this Thirteenth day of July  
in the year Two Thousand Ten

Attachments

c: Joel Szabat, Deputy Assistant Secretary for Transportation Policy

**\*\* New York State Department of Transportation \*\*  
Certification List - HSIPR ARRA Projects**

| AGENCY<br>PIN<br><AQ STATUS>  | PROJECT DESCRIPTION   |                    | FUND SOURCES FFY   | TOTAL<br>4-YEAR<br>PROGRAM<br>in millions<br>of dollars | PHASE   | 4-YEAR PROGRAM (FFY) Starting October 01, 2009 |             |             |             |
|-------------------------------|---|--------------------|--|---|---|--|-------------|-------------|-------------|
|                               | COUNTY  | TOTAL PROJECT COST |  |   |   | FFY<br>2010                                    | FFY<br>2011 | FFY<br>2012 | FFY<br>2013 |
| NYS DOT<br>193561<br><Exempt> | Design and construct a second main line track from CPC-33 to CPC-35 on the busy south approach to the Saratoga Springs yard and Intercity Passenger Rail Station to improve capacity. Work includes minor earthwork and grading for new track bed, extension of existing drainage culverts, construction of new tracks and switches, and installation of new signal equipment along 2.27 miles of the Canadian Subdivision.   |                    | 10 ECON STIM 2010<br>STATE 2010<br>PRIV 2010<br>10 ECON STIM 2010<br>10 ECON STIM 2010 | 0.574<br>2.519<br>0.116<br>2.295<br>0.131               | DETLDES<br>CONST<br>CONST<br>CONST<br>CONINSP | 0.574<br>2.519<br>0.116<br>2.295<br>0.131      |             |             |             |
| AQC: K-General                | SARATOGA  | TPC : \$5.635 M    | TOTAL 4YR COST :   | 5.635   |   | 5.635  | 0.000       | 0.000       | 0.000       |
| NYS DOT<br>593662<br><Exempt> | Design and construct State-of-Good-Repair improvements at Buffalo-Depew Intercity Passenger Rail Station, provide ADA compliant access. Construct ramps and railings, reconstruct/replace platform with tactile strips and ticket counter, design and construct ADA accessible restrooms, station entrance ramps, and install a signage package, Passenger Information Display System (PIDS), and a TTY-TDD capable public payphone.  |                    | 10 ECON STIM 2010<br>10 ECON STIM 2010   | 0.1000<br>0.6274  | DETLDES<br>CONST                              | 0.1000<br>0.6274                               | 0.000       | 0.000       | 0.000       |
| AQC: K-General                | ERIE  | TPC : \$0.7274 M   | TOTAL 4YR COST :   | 0.7274  |   | 0.7274   | 0.000       | 0.000       | 0.000       |
| NYS DOT<br>593751<br><Exempt> | Advance the evaluation of public need for and identification of specific high speed rail enhancements through the Empire Corridor and especially between Albany and Niagara Falls. It will allow development of a corresponding Tier I EIS and Service Development Plan (including Market Assessment, Operational Plan and Baseline & Proposed Service Simulation), both of which are needed to obtain necessary additional funds for improving intercity passenger service on the Empire Corridor. |                    | 10 ECON STIM 2010<br>STATE 2010  | 1.000<br>3.500  | PRELDES<br>PRELDES                            | 1.000<br>3.500                                 |             |             |             |
| AQC: K-General                | ALBANY, COLUMBIA, DUTCHESS, PUTNAM, WESTCHESTER, BRONX, NEW YORK, MONTGOMERY, HERKIMER, ONEIDA, ONONDAGA, WAYNE, MONROE, GENESSEE, ERIE, NIAGARA  | TPC : \$ 4.500M    | TOTAL 4YR COST :   | 4.500   |   | 4.500  | 0.000       | 0.000       | 0.000       |

Note: Total ARRA funding (\$4,7274 M) is included in the Total 4-Year Program and ARRA funds are identified as 10 ECON STIM 2010