

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
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*Flex your power!  
Be energy efficient!*

August 18, 2010

The Honorable Raymond H. LaHood  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

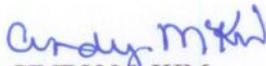
Dear Secretary LaHood:

**CERTIFICATION UNDER SECTION 1511 OF  
THE AMERICAN RECOVERY AND REINVESTMENT ACT:**

Pursuant to Title XV, Subtitle A, Section 1511 of the American Recovery and Reinvestment Act (ARRA), (Publication L. 111-5, [February 17, 2009]), I, Cindy McKim, Director, California State Department of Transportation, hereby certify that the attached infrastructure investment funded by ARRA under the headings "Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service, Federal Railroad Administration," has received the full review and vetting required by law and that I accept responsibility that each such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by Section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is attached.

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

Sincerely,

  
CINDY MCKIM  
Director

Attachments

- c: Richard Rice, Director, California Recovery Task Force, Office of the Governor
- Dale E. Bonner, Secretary, Business, Transportation and Housing Agency



GOVERNOR ARNOLD SCHWARZENEGGER

April 15, 2010

The Honorable Raymond H. LaHood  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

**Re: Certification under Section 1511 of the American Recovery and Reinvestment Act of 2009**

Dear Mr. Secretary,

I would like to notify you that Mr. Randell H. Iwasaki resigned from the position of Director of the California Department of Transportation (Caltrans), effective April 15, 2010. To ensure continuity and coverage of the American Recovery and Reinvestment Act of 2009 (ARRA) programs through the end of your administration, I would like the delegation of authority to be delegated to the Caltrans Director position or the Chief Deputy Director, if the Director position has not been appointed.

Pursuant to the authority vested in me by Title XV, Subtitle A, Section 1511 of the ARRA (Pub. L. 111-5, February 17, 2009), I, Arnold Schwarzenegger, Governor of the State of California, hereby delegate and designate the Director of Caltrans position or the Chief Deputy Director, to certify to the Secretary of the U.S. Department of Transportation that the infrastructure projects selected for funding in California under ARRA have received the full review and vetting required by law. This designation shall take effect immediately and will remain in effect until further notice.

Sincerely,

  
Arnold Schwarzenegger

cc: The Honorable Dale E. Bonner, Secretary, Business, Transportation and Housing Agency  
Mr. Randell H. Iwasaki, Director, Caltrans

## HSIPR-Rolling Stock-Locomotive Emissions Upgrade

### **Description of Work**

The California Department of Transportation owns fifteen (15) passenger rail locomotives. These locomotives are used to operate passenger rail services within California. The train services are operated as a partnership between the Department of Transportation and Amtrak. Currently, there are fifteen trains operating per day in Northern California using these State-owned locomotives.

The locomotives require an extensive overhaul or rebuild every eight (8) years or 800,000 miles. The overhaul work follows the locomotive manufacturer's recommendation and is also a good opportunity to do upgrades to the locomotive that benefit the locomotive operation and efficiency.

During this overhaul cycle, the locomotive's main engine will be upgraded to a lower engine exhaust emission EPA Tier 2 standard. This upgrade, besides involving the rebuilding of the main engine, requires the locomotive's cooling system to be enhanced and the locomotive's engine control software to be upgraded to meet the lower emission requirements. The benefit of this lower engine emission work will result in a 40% reduction in exhaust emissions and a 10% fuel savings.

### **Project Limits / Location**

The location of the work has not been determined at this time. There are only about six or seven companies in the United States that can do this type of locomotive overhaul work. Unfortunately, none of these companies are in California so the work has to be done at a facility in another State.

The overhaul work has to be competitively bid. The Department is preparing to solicit bids for the overhaul work by the end of July 2010 and anticipates a Contractor to be selected by September 2010.

### **Project Cost Details.**

It is estimated that the cost of the overhaul work will be between of \$1.25M - \$1.5M per locomotive. The total budget for this project is \$25,500,000.00. The costs include shipping, parts, taxes on the parts, and labor. The overhaul work does not include design or construction elements. The work is a bid price per locomotive and is similar to a service type contract.

### **Funding Plan**

The project will be funded by two sources, the Federal Railroad Administration (FRA) and American Recovery and Investment Act (ARRA) funds And Public Transit Account (PTA) funds.

FRA - ARRA Funding	\$12,500,000
PTA	\$13,000,000
Total Funding	\$25,500,000

The FRA – ARRA funding shall be disbursed first.

The overhaul work will take four (4) years to complete. The first eight (8) locomotives have to be completed within two (2) years. The remaining seven (7) locomotives shall be completed in the remaining two year of the four year project time frame.