

DEPARTMENT OF TRANSPORTATION

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May 12, 2011

The Honorable Raymond H. LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, Southeast
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 Department of Transportation, hereby certify that the enclosed 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) are enclosed.

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

Sincerely,

A handwritten signature in blue ink that reads "Cindy McKim".

CINDY McKIM
Director

Enclosures

- (1) Delegation of Authority letter from former Governor Arnold Schwarzenegger, dated April 15, 2010
- (2) California – Pacific Surfliner PE-NEPA Ortega

c: Richard Rice, Director, California Recovery Task Force, Office of the Governor
Traci Stevens, Acting Undersecretary, Business, Transportation and Housing Agency

CA-Pacific Surfliner-PE-NEPA Ortega

BACKGROUND

The Ortega Siding Project (“Project”) consists of performing preliminary engineering (PE) work and review and documentation work under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) in preparation for construction of a rail siding seven miles south of Santa Barbara, California. An active siding existed in this area approximately 15 years ago, but that siding was removed due to erosion and severe storm damage. The elimination of that siding significantly reduced the operational capacity of the corridor on which the Pacific Surfliner operates as only one other functional siding exists on this corridor in the Santa Barbara area.

Due to the inadequate number of sidings in the area, schedule reliability for Pacific Surfliner and Coast Starlight services has been a challenge. In addition, the Pacific Surfliner service between Los Angeles and Santa Barbara suffers from the lowest average train speed on the State of California’s entire passenger rail network (only 39 mph). Furthermore, without additional sidings, future intercity passenger rail service increases on this corridor would not be possible given current operational limitations.

GENERAL OBJECTIVE

This Cooperative Agreement is between the Federal Railroad Administration (FRA) and the California Department of Transportation (“Caltrans” or “Grantee”) for the PE (30 percent design) and NEPA review and documentation to support final design and construction of the Project, an approximately 12,510-foot siding to be located approximately seven miles south of Santa Barbara (between Milepost 373. 55 and Milepost 375. 92) on the Union Pacific Railroad Santa Barbara Line. The objective of the Project is the completion of PE and NEPA work to prepare for final design and eventual construction of the Project. The construction of the Project will result in improved operating efficiencies and will remove a capacity constraint to future intercity passenger rail service on the Los Angeles – San Diego Corridor.

DESCRIPTION OF WORK

This Grant Agreement will fund the Project. The Project consists of 1) performing PE work (30 percent design) and 2) conducting environmental reviews and preparing environmental documentation under NEPA to construct an approximately 12,510-foot Ortega Siding between Milepost 373. 55 and Milepost 375. 92, with the goal of constructing a siding that will improve intercity passenger rail service and increase capacity along the Pacific Surfliner Corridor.

Project Limits:

The Project entails PE (30 percent design) and environmental review of the Project located between Milepost 373. 55 and Milepost 375. 92 on the Union Pacific Railroad Santa Barbara Line.

The Union Pacific Railroad right-of-way parallels State Route 101 to the east, and is bordered by Padaro Lane to the west for a portion of the right-of-way.

PROJECT SCHEDULE

Schedule of Work:

In order to allow time to complete development of baseline engineering data, it is anticipated that the PE will be completed within approximately twenty four (24) months from the signing of this Grant Agreement. It is anticipated that the NEPA Studies and Environmental Documentation will take 24 months to complete. The period of performance for the above work shall be 24 months, beginning May 2, 2011, and ending May 2, 2013.

PROJECT ESTIMATE/BUDGET

The total estimated cost of the Project is \$1,200,000, for which the FRA grant will contribute up to 79.16 percent of the total cost, not to exceed \$950,000. Any additional expense required beyond that provided in this grant to complete the Project shall be borne by the Grantee.

Project Cost Details:

Task 1: Preliminary Engineering	\$	300,000
<u>Task 2: Environmental Review</u>	<u>\$</u>	<u>900,000</u>
Total Project Cost:	\$	<u>1,200,000</u>

CA-PS COR-PE-NEPA ORTEGA (FRA Grant)

FRA	(79.16 percent of project cost):	\$	<u>950,000</u>
<u>Grantee Contribution</u>	<u>(20.84 percent of project cost):</u>	<u>\$</u>	<u>250,000</u>
Total Project Cost:	\$	<u>1,200,000</u>	



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,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger

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