

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



*Flex your power!
Be energy efficient!*

July 5, 2011

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, Malcolm Dougherty, Acting 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,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Acting Director

Enclosures

- (1) Delegation of Authority letter from former Governor Arnold Schwarzenegger
- (2) Statement of Work: Pacific Surfliner—Maintenance of Way Spurs
- (3) Project Cost Estimate

c: Lisa Negri, California Recovery Task Force, Office of the Governor
Traci Stevens, Acting Secretary, Business, Transportation and Housing Agency

The Honorable Raymond H. LaHood
Secretary of Transportation
July 5, 2011
Page 2

bc: Martin Tuttle, Deputy Director, Planning and Modal Programs
William D. Bronte, Chief, Division of Rail
Stan Hunter, Office Chief, Rail Equipment and Track Construction, Rail
Bruce Plowman, Branch Chief, Hwy-RR Crossing/Rail Improvement, Rail
Tracy Harrison, Rail Transportation Associate, Rail
Director's Office Copy



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

STATEMENT OF WORK

Pacific Surfliner–Maintenance of Way Spurs

BACKGROUND

The California Department of Transportation (Caltrans) Division of Rail, the Orange County Transportation Authority (OCTA), and Metrolink worked together with Parsons Brinckerhoff to complete a technical memorandum in July 2009 that identified track and signal projects necessary to enhance the Pacific Surfliner corridor through reduced travel times, improved reliability and safety, and expanded capacity and accessibility. The Pacific Surfliner corridor Maintenance of Way (MOW) Spurs Project (Project)¹ was identified in the technical memorandum as a project that would benefit the entire corridor by allowing MOW equipment to be staged closer to areas where work needs to be completed.

GENERAL OBJECTIVE

The construction of these MOW spurs will extend the hours of intercity passenger rail service thru Orange County by allowing roadbed and track maintenance equipment to be stored at and staged from multiple locations, minimizing the mobilization time for track maintenance. Also, delays to passenger trains on the corridor can occur when MOW equipment block the main track.

This area of track is a key section of the larger San Luis Obispo-Los Angeles-San Diego Pacific Surfliner Corridor. Amtrak's Pacific Surfliner service and Metrolink's Orange County and Inland Empire-Orange County lines will benefit from the project. There are currently eight rail stations in the project area served by Amtrak Pacific Surfliner service.

DESCRIPTION OF WORK

The Pacific Surfliner Corridor MOW Spurs Project will construct two MOW spur tracks, each approximately 1,000 feet long, at two locations on the Southern California Regional Rail Authority's (SCRRA) Orange track. Each spur involves the installation of a new concrete tie turnout, new derail, and new track constructed from salvaged rail and ties. Each spur also involves signal work to install an electric lock and power the derail. Minor alterations to the existing rail structure, such as removal and shift of the existing track, will be required to accommodate the new spur tracks and switches. In addition, minor civil work, such as removal of old and installation of new silt fence, will be performed. Construction activity will take place within existing railroad right-of-way owned by OCTA. No property acquisition is required to complete this project.

Project Limits:

¹ In the technical memorandum, the Project was referred to as the Orange County Maintenance of Way Spur Project.

The Project will construct MOW spur tracks, each approximately 1,000 feet long, at two locations on the SCRRRA's Orange track, one in the city of Anaheim (located near the Anaheim-Fullerton border and Orangethorpe Avenue grade crossing at milepost 165.9) and the other in the city of Laguna Niguel (located right on the railroad west of Oso Creek bridge at milepost 192.5). The Orange track encompasses 42 miles between Fullerton Junction in the city of Fullerton and the Orange/San Diego County line.

PROJECT SCHEDULE

Schedule of Work:

The period of performance is planned for May 2011 through December 2011. The schedule of work is dependent upon receipt of the final funding agreements between the Federal Railroad Administration (FRA), Caltrans, and OCTA and upon a final decision by FRA on the Categorical Exclusion Worksheet submitted at the time of the ARRA Track 1a grant application in August 2009. Once the Notice to Proceed is given, materials will be ordered, work crews will be scheduled, and work will be completed. Construction is anticipated to take approximately 90 days. The closeout phase is expected to take an additional three months. The overall work effort is expected to take eight months.

PROJECT ESTIMATE/BUDGET

The total estimated cost of the project is \$1,720,000, for which the FRA grant will contribute 100 percent of the cost, but no more than \$1,720,000. Any additional expense beyond this sum required to complete the Project shall be borne by the Grantee. A detailed Project cost breakdown is attached and incorporate herein.

Project Cost Summary (See attached project cost estimate for additional financial details)

Task 1: Final Design	\$	N/A
<u>Task 2: Construction</u>	\$	<u>1,720,000</u>
Total Project Cost:	\$	<u>1,720,000</u>

Pacific Surfliner Corridor MOW Spurs (FRA Grant)

FRA (100 percent of Project cost):	\$	<u>1,720,000</u>
<u>Grantee Contribution (0 percent of Project cost):</u>	\$	<u>0</u>
Total Project Cost:	\$	<u>1,720,000</u>

PROJECT COST ESTIMATE

Project Name: OC MOW SpursDesign Level: Conformed DocsLast Updated: 24-Mar

ITEM	DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST	NOTES Preferred
01000	GENERAL REQUIREMENTS			\$115,331	
02000	SITE PREPARATION			\$9,000	
02430	DRAINAGE				
02450	RAILROAD WORK			\$562,775	
02500	PAVEMENT				
02700	UTILITIES				
03300	CAST-IN-PLACE CONCRETE				
03400	PRE-CAST CONCRETE				
13000	SIGNAL WORK			\$100,000	
15000	MECHANICAL				
16000	ELECTRICAL				
	CONSTRUCTION CONTINGENCY (See Cost Details Page)				
	SUB-TOTAL: CONSTRUCTION COSTS			\$987,106	
	CIVIL / STRUCTURAL ENGINEERING:				
	GEOTECHNICAL INVESTIGATION			N/A	0.25% of Construction
	SURVEY / AERIAL MAPPING			N/A	0.25% of Construction
	DESIGN & DESIGN SUPPORT			N/A	9.5% of Construction
	SIGNALS				
	MOC COSTS			\$4,500	1.5% of Signal Construction
	SIGNAL MAINTENANCE SUPPORT			\$24,000	8% of Signal Construction
	DESIGN & DESIGN SUPPORT			\$28,500	9.5% of Signal Construction
	CONSTRUCTION INSPECTION			N/A	
	RIGHT OF WAY ACQUISITION			N/A	
	ENVIRONMENTAL CLEARANCE			N/A	
	CONSTRUCTION MANAGEMENT			\$98,711	10% of Construction
	AGENCY COSTS			\$70,556	6% of Construction
	PROJECT MANAGEMENT			\$19,742	2% of Construction
	FLAGGING			\$49,355	5% of Construction
	PERMITTING/CITY REQUIREMENTS			N/A	2% of Construction
	OWNER-PROVIDED MATERIALS			\$355,625	
	SUB-TOTAL ENGINEERING & AGENCY COSTS			\$650,989	
	PROJECT CONTINGENCY			\$81,905	5% of Construction, Engineering & Agency Costs
	INFLATION Rate:	5.50% Years:			
	TOTAL:			\$1,720,000	