

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR

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November 29, 2010

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

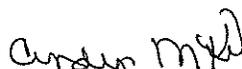
Dear Secretary LaHood:

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 Department of Transportation (Caltrans), 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) is enclosed.

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

## Enclosures

- (1) Los Angeles to Fullerton Triple Track Project, Segment 7
- (2) Letter from Governor Arnold Schwarzenegger

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

## LA TO FULLERTON TRIPLE TRACK PROJECT, SEGMENT 7

### ***DESCRIPTION OF WORK***

Segment 7 of the LA to Fullerton Triple Track Project is located on the BNSF Railway Company (BNSF) main line between the Cities of Pico Rivera and Santa Fe Springs, California. The Project is the seventh of eight segments that cover a total of fifteen miles of triple track construction. Six segments were previously funded by Caltrans. Following completion of Segment 7, 1.2 miles of the LA to Fullerton Triple Track Project will remain to be improved. Administrative costs include project, program, and construction management/administration. Engineering/Civil work includes construction of various retaining walls and drainage systems; slope paving; security walls and fencing; placement of embankment and sub-ballast; excavation; utility relocation and utility encasements. Track work tasks consist of installation of approximately 18,000 feet of 136/141# third main track; 8,500 feet of realignment upgrade; approximately 3,000 feet of industry track; crossing diamonds at two locations; one #9 crossover; one #11 crossover; two #9 turnouts; and three #11 turnouts. New main track will be installed through existing at-grade crossings, which will include miscellaneous concrete; AC paving; striping; and other related materials and labor. Signal work includes labor and materials to install the wayside signal system; signal bridges and cantilevers; construction of two interlockers (changing from relay logic to solid state logic); bi-directional centralized traffic controls; crossing signals; and supporting signal equipment and software.

### ***PROJECT LIMITS***

The Project will be constructed between the Cities of Pico Rivera and Santa Fe Springs, California, within the right of way of the BNSF San Bernardino Subdivision main line between Milepost 150.7 and Milepost 154.5. The 15 miles of the LA to Fullerton main line triple track is generally in a dense industrial area and runs through the communities of Santa Fe Springs, Commerce, Norwalk, and Pico Rivera, terminating on the southern end at Fullerton, at which point the railroad branches east toward San Bernardino and south toward San Diego.

### ***PROJECT COST DETAILS***

Task 1: Final Design Complete.

Task 2: Construction:

a. Administrative	\$ 5,760,075.00
b. Engineering/Civil Construction	\$ 7,036,800.00
c. Track	\$17,741,816.00
d. Signal	<u>\$ 7,517,184.00</u>
<b>Total Project Cost</b>	<b>\$38,055,875.00</b>

### ***FUNDING PLAN***

FRA (85%) of Project cost:	\$32,450,000.00
Grantee Contribution (13%) of Project cost:	\$ 4,905,875.00
Railroad Cost Adjustment (2%) of Project cost:	<u>\$ 700,000.00</u>
<b>Total Project Cost</b>	<b>\$38,055,875.00</b>



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