

Subject	Proposed Policy for use of Bid Savings for American Recovery and Reinvestment Act (ARRA) funded projects.
Summary of Issues	Several of Contra Costa’s ARRA projects have realized bid savings. Savings not reprogrammed in Contra Costa will be lost. Per MTC and Caltrans guidelines, options to reprogram the bid savings to new projects are limited to unobligated federal projects that have gone through the federal process and are ready to obligate within a certain timeframe. Only three projects have been identified in Contra Costa which satisfy these requirements. Walnut Creek’s Ygnacio Valley Road Bike/Ped Trail, Danville’s Camino Tassajara/Crow Canyon Road Pavement Rehabilitation, and the County’s Vasco Road Safety Improvement Project.
Recommendations	Staff recommends approval of resolution 09-46-P that 1) reprograms realized savings from the Walnut Creek ARRA project to the Ygnacio Valley Rd Bike/Ped Trail project and from the Danville ARRA project to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation project, and 2) directs other realized savings from ARRA projects to be reprogrammed to the Vasco Road Safety Improvements Project. The TCC concurred with staff recommendations at their meeting on August 27, 2009.
Financial Implications	Contra Costa ARRA funds not obligated by the November 30, 2009 deadline will be lost.
Options	The APC may decide to reprogram the savings to other projects, but that will put the funds at risk since they must be obligated by November 30, 2009.
Attachments	<ul style="list-style-type: none"> A. MTC memo for ARRA Costa Saving Proposal, dated July 20, 2009 B. Contra Costa “System Preservation” ARRA Projects List showing bid savings information (included for commissioners -- also available at www.ccta.net) C. Resolution 09-46-P
Changes from Committee	

Background

Because of the competitive bidding climate, some jurisdictions are realizing bid savings in their American Recovery and Reinvestment Act (ARRA) funded projects even after allowing for contingency and construction engineering. MTC guidelines allow the Authority to reprogram ARRA savings to another project as long as they can be obligated by November 30 and awarded by December 31, 2009.

MTC’s memo (Attachment A) provides the following ways to use the ARRA bid savings: 1) Apply savings to reduce local funding on the project; 2) Apply savings to another unobligated federally funded

project that has already gone through Local Assistance field review and environmental processes but did not obligate funds and can be obligated by September 30 (or November 30, 2009 under extenuating circumstances); and 3) Pool Countywide savings and apply them to one project within the County with a November 30, 2009 obligation deadline.

Staff sent an email last month informing jurisdictions of the possible uses for the ARRA project savings. Staff also recently completed a status report on the County's ARRA "System Preservation category" projects which can be summarized as follows: (See Attachment B for Project List)

- All 23 projects have been obligated and construction contracts have been awarded for most of them.
- Of the projects awarded/to be awarded, only six agencies have savings that were not applied to reduce local funding in the project: Clayton \$45,313; Contra Costa County \$566,230; Danville, \$110,665, Orinda \$294,892, Oakley \$22,648 and Walnut Creek \$436,864.

There are only three jurisdictions that have identified unobligated federal projects that meet the MTC and Caltrans criteria to receive ARRA project savings. Walnut Creek is proposing to use their \$436,864 ARRA savings on the Ygnacio Valley Rd Bike/Ped Trail Sidewalk Improvements project. Danville is proposing to use their \$110,665 ARRA savings on the Camino Tassajara/Crow Canyon Road Pavement Rehabilitation project. Contra Costa County is proposing to use their \$566,230 ARRA savings on the Vasco Road Safety Improvement project. All of these projects have federal earmarks, NEPA clearance, and are ready to request obligation.

Staff recommends that the realized savings from the Walnut Creek and Danville ARRA projects be used on their requested projects, and that these two new projects will be added to the ARRA list of projects. Staff verified with MTC and Caltrans that the savings could be shifted to these new ARRA projects.

Staff also recommends that the County's savings from the ARRA project in addition to Clayton's savings of \$45,313, Oakley's savings of \$22,648, and Orinda's savings of \$294,892 be directed to the Vasco Road Safety Improvements project to help the county offset some of the \$8 million local contribution on the project. Staff also verified with MTC and Caltrans that the savings could be shifted to this ARRA project. Staff recommends the board approve Resolution 09-46-P to memorialize the above recommendations.

The TCC concurred with staff recommendations at their meeting on August 27, 2009.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Delivery Working Group

DATE: July 20, 2009

FR: Ross McKeown

RE: ARRA Cost Savings Proposal for LS&R System Preservation Projects

There have been numerous questions raised by project sponsors regarding how to handle cost savings at the time of awarding an ARRA-funded Local Streets and Roads (LS&R) System Preservation (FHWA) project. These projects have been realizing savings between 10 and 40 percent of the engineer's estimate.

The following approaches have been discussed as ways to address significant cost savings upon the award of a construction contract for projects under the "System Preservation Projects - Local Streets and Roads" category:

1. In the case where the project sponsor is bringing sufficient local funds to the project budget, the sponsor may lower the ratio of local funds to federal funds in order to maintain the full use of the ARRA funds originally assigned to the project. The freed up local funds would need to remain available for local streets and roads preservation purposes.
2. A project sponsor, as a contingency, could include additional project segments or components under its request for authorization and include those as contingencies in the advertisement package (if allowed). If there are sufficient cost savings upon award, additional project components could be included in the contract. Conversely, if there are no cost savings, a number of project components could be deleted. To make use of this option the larger inclusive project scope must have been already included in the project scope that was reviewed per NEPA.
3. Cost savings could be redirected to another project after award by de-obligating ARRA funds and re-obligating to another project. A proposal to do this follows below, with no funds de-obligated or re-obligated between September 30, 2009 and March 2, 2010, consistent with Caltrans policy. It is advisable that a project retain 5-10% of the project cost to address change orders and contingencies. See proposal below for more details on this approach.

Cost Savings for Local Streets and Roads System Preservation:

If the first two approaches are not workable for a project sponsor, MTC proposes redirecting cost savings to other Local Streets and Roads (LS&R) system preservation projects under the following provisions:

- **Pooling of Savings:** The CMA will pool together cost savings in its county and reprogram these funds to a new project under the same project category type as the original project (within the LS&R System Preservation category). To minimize the number of projects and workloads on Caltrans Local Assistance during the latter part of the ARRA program time frame, the CMA's are directed to select only a few projects that will each use no less than \$500,000 of ARRA funding. MTC will provide flexibility in some cases such as when countywide cost savings do not exceed this amount, but every effort must be made to consolidate savings into a handful of projects, rather than spreading to many lower-valued projects.

ARRA Cost Savings Proposal
 June 20, 2009
 Page 2 of 2

- **Cost Savings Realized prior to September 30, 2009:** Savings prior to September 30, 2009 may be directed immediately to existing federalized projects that have already gone through the Local Assistance field review and environmental processes, and can re-obligate the funds by September 30, 2009 and award the contract by December 31, 2009. To provide flexibility, an extension of the September 30, 2009 re-obligation deadline to November 30, 2009 may be allowed under extenuating circumstances, with concurrence from Caltrans Local Assistance that the obligation could occur by November 30, 2009, and such obligation would not interfere with the delivery of other projects. The contract award deadline would remain at December 31, 2009.
- **Cost Savings Realized between September 30, 2009 and March 2, 2010:** Savings realized between September 30, 2009 and March 2, 2010 will be pooled within the county and held until after March 2, 2010 for de-obligation and re-obligation to new projects. This is partly in response to the Caltrans policy that prohibits de-obligations between December 15, 2009 and March 2, 2010, but more importantly to allow Caltrans local assistance time to assist project sponsors in delivering the last of the ARRA projects before the final regional ARRA obligation deadline of November 30, 2009. Cost savings re-obligated to new projects after March 2, 2010, have an obligation deadline of March 31, 2010 and an Award deadline of June 30, 2010. To meet this expedited timeline, CMAAs are encouraged to identify and reassign pooled savings in the fall of 2009 so that project sponsors can work with Caltrans Local Assistance and have the project cleared and ready for obligation in early March.
- **Cost Savings Realized After March 2, 2010:** Any additional savings after March 2, 2010, and any funds not obligated by March 31, 2010 or awarded by June 30, 2010 are available at the discretion of MTC to redirect to projects that can quickly obligate the funds prior to the final ARRA deadline of September 30, 2010.

Cost Savings for Regional Strategic Investments:

For the non-system preservation projects, including the safety and smart highway projects, obligations must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects. The final federal "drop dead" date for re-obligating cost savings is September 30, 2010; but Caltrans has established a deadline of August 30, 2010 to provide a cushion to ensure flexibility to the State to manage and save any left-over funding. Therefore there will not be sufficient time in most cases to redirect cost savings to multiple small projects. Any funds made available after June 30, 2010 will be at the discretion of MTC to redirect immediately to ready-to-go projects that can quickly obligate the funds prior to the final state and federal deadlines.

J:\COMMITTEE\Partnership\Partnership PDWG\ 2009 PDWG\09 PDWG Memos\06_Jul 09 - PDWG\04a.i_cost savings policy.doc

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
CONTRACT AWARD AMOUNTS and SAVINGS REALIZED

CONTRA COSTA COUNTY (as of 8-26-09)														
#	Responsible Agency (agency to receive funds)	Project name	Phase	Local Funding	Federal Funding (Non-Economic Recovery)	Regional ARRA Funding	State ARRA Funding	Total Funding	Award Date	Award Amount	Contingency (10% Max.)	Construction Engineering (15% Max.)	ARRA Savings	CCTA Comments
				\$11,219,317	\$868,000	\$17,850,000	\$3,440,000	\$33,377,317						
1	City of Antioch	Antioch - Hillcrest Pavement Rehabilitation	PE: ROW: CON:					\$2,800,000	9/8/2009	TBD	TBD	TBD	TBD	no ARRA savings expected
2	City of Brentwood	City of Brentwood 2009 PMP - overlay - Balfour Road	PE: ROW: CON:	\$49,000	\$0	\$900,000	\$174,000	\$1,123,000	7/28/2009	\$889,988.00	\$88,998.80	\$148,848.02	\$0.00	
3	City of Clayton	City of Clayton, 2009 Arterial Overlay Project	PE: ROW: CON:	\$25,000	\$0	\$514,000	\$40,000	\$579,000	8/4/2009	\$402,125.00	\$40,212.00	\$66,350.00	\$45,213.00	
4	City of Concord	Clayton Road Rehabilitation: Market Street to Oakland Avenue	PE: ROW: CON:	\$165,000	\$5,000	\$1,270,000	\$0	\$1,644,000	9/14/2009	TBD	TBD	TBD	TBD	no ARRA savings expected
5	City of Concord	Clayton Road Intersection Improvements	PE: ROW: CON:	\$185,000	\$5,000	\$208,000	\$376,000	\$1,454,000	7/27/2009	\$695,881.15			\$0.00	
6	Contra Costa County	Vesco Road Overlay - Segments 3, 4, & 5	PE: ROW: CON:	\$296,000		\$2,150,000	\$612,000	\$3,058,000	7/21/2009	\$1,956,155.00	\$99,808.00	\$99,807.00	\$566,230.00	
7	Town of Danville	Diablo Road/Green Valley Road Rehabilitation	PE: ROW: CON:	\$99,000		\$823,000	\$148,000	\$1,070,000	9/8/2009	\$782,122.25	\$78,212.23	\$0.00	\$110,665.52	
8	City of El Cerrito	El Cerrito Pavement Rehabilitation Project	PE: ROW: CON:	\$110,000		\$606,000	\$72,000	\$1,094,000	7/31/2009	\$732,032.00			\$0.00	
9	City of Hercules	San Pablo Avenue Pavement Rehabilitation	PE: ROW: CON:	\$134,000		\$601,000	\$76,000	\$805,000	9/8/2009	\$529,000.00	\$55,000.00	\$80,000.00	\$0.00	
10	City of Lafayette	Lafayette Pavement Rehabilitation Project	PE: ROW: CON:	\$0		\$655,000	\$89,000	\$744,000	7/9/2009	\$644,600.00	\$66,460.00	\$35,000.00	\$0.00	
11	City of Martinez	Arterial Pavement Management Project	PE: ROW: CON:	\$200,000		\$734,000	\$116,000	\$1,050,000	9/2/2009	TBD	TBD	TBD	TBD	no ARRA Savings expected. City had to add \$200K local funds

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
CONTRACT AWARD AMOUNTS and SAVINGS REALIZED

CONTRA COSTA COUNTY (as of 8-26-09)

#	Responsible Agency (agency to receive funds)	Project name	Phase	Local Funding	Federal Funding (Non-Economic Recovery)	Regional ARRA Funding	State ARRA Funding	Total Funding	Award Date	Award Amount	Contingency (10% Max.)	Construction Engineering (15% Max.)	ARRA Savings	CCTA Comments	
12	Town of Moraga	Moraga Rd Pavement Resurfacing	PE:	\$30,000											
			ROW:	\$21,000				\$650,000							
			CON:	\$88,000		\$555,000	\$54,000	\$650,000	\$27,000.00	\$50,000.00	\$0.00				
13	City of Oakley	Oakley Rd Pavement Rehabilitation	PE:	\$0				\$480,000							
			ROW:	\$86,000		\$350,000	\$52,000	\$489,000							
			CON:	\$0		\$350,000	\$52,000	\$489,000	\$31,964.30	\$50,392.70	\$0.00				
14	City of Oakley	Delta Rd Pavement Rehabilitation	PE:	\$125,000				\$489,000							
			ROW:	\$0		\$350,000	\$52,000	\$489,000							
			CON:	\$0		\$350,000	\$52,000	\$489,000	\$30,428.10	\$45,642.15	\$22,648.75				
15	City of Orinda	Charles Hill Road/Honey Hill Road/Minor Road Pavement Rehabilitation	PE:	\$11,000				\$830,000							
			ROW:	\$18,000		\$618,000	\$76,000	\$830,000							
			CON:	\$22,317		\$153,000	\$61,000	\$830,000	\$31,726.00	\$50,121.07	\$29,891.63				
16	City of Pinole	San Pablo Avenue at Fern/Alvarez and at Quinan Crosswalk Safety Improvements Project	PE:	\$100,000				\$254,317							
			ROW:	\$168,000	\$540,000	\$420,000	\$0	\$1,228,000							
			CON:	\$0		\$420,000	\$0	\$1,228,000	\$19,632.20	\$29,448.30	\$0.00				
17	City of Pinole	Applan Way Pavement Overlay Project	PE:	\$840,000				\$1,943,000							
			ROW:	\$110,000		\$921,000	\$182,000	\$1,943,000							
			CON:	\$0		\$921,000	\$182,000	\$1,943,000	TBD	TBD	TBD				
18	City of Pittsburg	Pittsburg Pavement Rehabilitation Project	PE:	\$168,000	\$540,000	\$420,000	\$0	\$1,228,000							
			ROW:	\$0		\$420,000	\$0	\$1,228,000							
			CON:	\$0		\$420,000	\$0	\$1,228,000	\$86,061.18	\$99,091.63	\$0.00				
19	City of Pleasant Hill	Contra Costa Boulevard Pavement Rehabilitation Project	PE:	\$840,000				\$1,943,000							
			ROW:	\$110,000		\$921,000	\$182,000	\$1,943,000							
			CON:	\$0		\$921,000	\$182,000	\$1,943,000	TBD	TBD	TBD				
20	City of Richmond	Carlson Boulevard Improvements	PE:	\$0				\$552,000							
			ROW:	\$3,022,000		\$1,273,000	\$305,000	\$4,600,000							
			CON:	\$0		\$1,273,000	\$305,000	\$4,600,000	\$352,216.60	\$528,324.90	\$0.00				
21	City of San Pablo	San Pablo Avenue Overlay	PE:	\$1,978,000	\$328,000	\$618,000	\$76,000	\$3,000,000							
			ROW:	\$185,500		\$625,000	\$187,000	\$3,000,000							
			CON:	\$627,500		\$625,000	\$187,000	\$3,000,000	TBD	TBD	TBD				
22	City of San Ramon	San Ramon Valley Blvd. Pavement Rehabilitation - Norris Canyon to Bollinger Canyon	PE:	\$80,000				\$1,575,000							
			ROW:	\$0		\$1,175,000	\$271,000	\$1,575,000							
			CON:	\$0		\$1,175,000	\$271,000	\$1,575,000	\$96,148.00	\$158,644.00	\$0.00				
23	City of Walnut Creek	Civic Drive Rehabilitation - Arroyo Way to Walden Road	PE:	\$49,000				\$1,575,000							
			ROW:	\$0		\$1,175,000	\$271,000	\$1,575,000							
			CON:	\$0		\$1,175,000	\$271,000	\$1,575,000	\$79,773.00	\$131,626.00	\$46,864.00				



Resolution 09-46-P

**RE: REPROGRAMMING AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)
PROJECTS' BID SAVINGS**

WHEREAS, Several of Contra Costa jurisdictions are realizing bid savings on their ARRA projects and cannot lower the ratio of local funds in order to maintain the full use of the ARRA funds originally assigned to the project; and

WHEREAS, the Authority wishes to reprogram these savings in order to keep the savings in Contra Costa; and

WHEREAS, these funds cannot be reprogrammed to an already obligated project, nor can they be reprogrammed to a project that is not ready to obligate federal funds; and;

WHEREAS, the City of Walnut Creek is requesting that their ARRA Bid savings of \$436,864 be reprogrammed to the Ygnacio Valley Road Bike/Ped Trail federal project which is ready to obligate; and

WHEREAS, the Town of Danville is requesting that their ARRA Bid savings of \$110,665 be reprogrammed to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation federal project which is ready to obligate; and

WHEREAS, the Contra Costa County is requesting that their ARRA Bid savings of \$566,230 be reprogrammed to offset some of the \$8,000,000 local contribution on the Vasco Road Safety Improvement Project, which is a ready to obligate this fall; and

WHEREAS, no other requests have been made that satisfy MTC and Caltrans criteria for using the bid savings;

THEREFORE NOW BE IT RESOLVED, the Contra Costa Transportation Authority hereby:

- (1) Accepts that the City of Walnut Creek reprogram \$436,864 of ARRA funds to the Ygnacio Valley Road Bike/Ped Trail and that the Town of Danville reprogram \$110,665 of ARRA funds to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation and directs staff to work with Walnut Creek, Danville, MTC and Caltrans to facilitate this reprogramming of funds.
- (2) Accepts that the Contra Costa County reprogram \$566,230 of ARRA funds to the Vasco Road Safety Improvement Project and directs staff to also reprogram any other realized ARRA project savings to this important regional project and to work with the County, MTC and Caltrans to facilitate such reprogramming.

Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held September 16, 2009 in Pleasant Hill, California.

Attest: _____
Robert K. McCleary, Executive Director

<p>Subject</p>	<p>Proposed Policy for use of Bid Savings for American Recovery and Reinvestment Act (ARRA) funded projects.</p>
<p>Summary of Issues</p>	<p>Several of Contra Costa’s ARRA projects have realized bid savings. Savings not reprogrammed in Contra Costa will be lost. Per MTC and Caltrans guidelines, options to reprogram the bid savings to new projects are limited to unobligated federal projects that have gone through the federal process and are ready to obligate within a certain timeframe. Only three projects have been identified in Contra Costa which satisfy these requirements. Walnut Creek’s Ygnacio Valley Road Bike/Ped Trail, Danville’s Camino Tassajara/Crow Canyon Road Pavement Rehabilitation, and the County’s Vasco Road Safety Improvement Project.</p>
<p>Recommendations</p>	<p>Staff recommends approval of resolution 09-46-P that 1) reprograms realized savings from the Walnut Creek ARRA project to the Ygnacio Valley Rd Bike/Ped Trail project and from the Danville ARRA project to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation project, and 2) directs other realized savings from ARRA projects to be reprogrammed to the Vasco Road Safety Improvements Project. The TCC concurred with staff recommendations at their meeting on August 27, 2009.</p>
<p>Financial Implications</p>	<p>Contra Costa ARRA funds not obligated by the November 30, 2009 deadline will be lost.</p>
<p>Options</p>	<p>The APC may decide to reprogram the savings to other projects, but that will put the funds at risk since they must be obligated by November 30, 2009.</p>
<p>Attachments (See APC packet dated 9/3/09 for Attachment A & B.)</p>	<ul style="list-style-type: none"> A. MTC memo for ARRA Costa Saving Proposal, dated July 20, 2009 B. Contra Costa “System Preservation” ARRA Projects List showing bid savings information (available at www.ccta.net) C. Resolution 09-46-P
<p>Changes from Committee</p>	<p><i>The Committee asked that staff provide a status update of funding for the Vasco Road Safety Improvement project and noted that the Authority has identified this project as a high priority.</i></p>

Background

Because of the competitive bidding climate, some jurisdictions are realizing bid savings in their American Recovery and Reinvestment Act (ARRA) funded projects even after allowing for contingency and construction engineering. MTC guidelines allow the Authority to reprogram ARRA savings to another project as long as they can be obligated by November 30 and awarded by December 31, 2009.

MTC’s memo (Attachment A) provides the following ways to use the ARRA bid savings: 1) Apply savings to reduce local funding on the project; 2) Apply savings to another unobligated federally funded

project that has already gone through Local Assistance field review and environmental processes but did not obligate funds and can be obligated by September 30 (or November 30, 2009 under extenuating circumstances); and 3) Pool Countywide savings and apply them to one project within the County with a November 30, 2009 obligation deadline.

Staff sent an email last month informing jurisdictions of the possible uses for the ARRA project savings. Staff also recently completed a status report on the County's ARRA "System Preservation category" projects which can be summarized as follows: (See Attachment B for Project List)

- All 23 projects have been obligated and construction contracts have been awarded for most of them.
- Of the projects awarded/to be awarded, only six agencies have savings that were not applied to reduce local funding in the project: Clayton \$45,313; Contra Costa County \$566,230; Danville, \$110,665, Orinda \$294,892, Oakley \$22,648 and Walnut Creek \$436,864.

There are only three jurisdictions that have identified unobligated federal projects that meet the MTC and Caltrans criteria to receive ARRA project savings. Walnut Creek is proposing to use their \$436,864 ARRA savings on the Ygnacio Valley Rd Bike/Ped Trail Sidewalk Improvements project. Danville is proposing to use their \$110,665 ARRA savings on the Camino Tassajara/Crow Canyon Road Pavement Rehabilitation project. Contra Costa County is proposing to use their \$566,230 ARRA savings on the Vasco Road Safety Improvement project. All of these projects have federal earmarks, NEPA clearance, and are ready to request obligation.

Staff recommends that the realized savings from the Walnut Creek and Danville ARRA projects be used on their requested projects, and that these two new projects will be added to the ARRA list of projects. Staff verified with MTC and Caltrans that the savings could be shifted to these new ARRA projects.

The Vasco Road Safety Improvement Project is an important regional safety project that received \$10 million in ARRA regional funds from MTC in April 2009. The Authority executed an MOU with the County in July whereby the Authority agreed to loan the County up to \$8 million to advance the project. Because there are ARRA bid savings from other jurisdictions that are available for reprogramming, staff also recommends that the County's savings from the ARRA project in addition to Clayton's savings of \$45,313, Oakley's savings of \$22,648, and Orinda's savings of \$294,892 be directed to the Vasco Road Safety Improvements project to help the county offset some of the \$8 million local contribution on the project. Staff also verified with MTC and Caltrans that the savings could be shifted to this ARRA project. Staff recommends the board approve Resolution 09-46-P to memorialize the above recommendations.

The TCC concurred with staff recommendations at their meeting on August 27, 2009.



Resolution 09-46-P

**RE: REPROGRAMMING AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)
PROJECTS' BID SAVINGS**

WHEREAS, Several of Contra Costa jurisdictions are realizing bid savings on their ARRA projects and cannot lower the ratio of local funds in order to maintain the full use of the ARRA funds originally assigned to the project; and

WHEREAS, the Authority wishes to reprogram these savings in order to keep the savings in Contra Costa; and

WHEREAS, these funds cannot be reprogrammed to an already obligated project, nor can they be reprogrammed to a project that is not ready to obligate federal funds; and;

WHEREAS, the City of Walnut Creek is requesting that their ARRA Bid savings of \$436,864 be reprogrammed to the Ygnacio Valley Road Bike/Ped Trail federal project which is ready to obligate; and

WHEREAS, the Town of Danville is requesting that their ARRA Bid savings of \$110,665 be reprogrammed to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation federal project which is ready to obligate; and

WHEREAS, the Contra Costa County is requesting that their ARRA Bid savings of \$566,230 be reprogrammed to offset some of the \$8,000,000 local contribution on the Vasco Road Safety Improvement Project, which is a ready to obligate this fall; and

WHEREAS, no other requests have been made that satisfy MTC and Caltrans criteria for using the bid savings;

THEREFORE NOW BE IT RESOLVED, the Contra Costa Transportation Authority hereby:

- (1) Accepts that the City of Walnut Creek reprogram \$436,864 of ARRA funds to the Ygnacio Valley Road Bike/Ped Trail and that the Town of Danville reprogram \$110,665 of ARRA funds to the Camino Tassajara/Crow Canyon Rd Pavement Rehabilitation and directs staff to work with Walnut Creek, Danville, MTC and Caltrans to facilitate this reprogramming of funds.
- (2) Accepts that the Contra Costa County reprogram \$566,230 of ARRA funds to the Vasco Road Safety Improvement Project and directs staff to also reprogram any other realized ARRA project savings to this important regional project and to work with the County, MTC and Caltrans to facilitate such reprogramming.

Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held September 16, 2009 in Pleasant Hill, California.

Attest: _____
Robert K. McCleary, Executive Director

