



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Matt Loesch  
John Ristow

**SUBJECT:** See Below

**DATE:** October 6, 2025

Approved

Date:

10/15/25

**COUNCIL DISTRICTS: 2, 7**

**SUBJECT: Award of Contract for 10344 – Vision Zero East San José Safety Improvements Senter Road Project**

## **RECOMMENDATION**

- (a) Report on bids and award of a contract for the construction of 10344 – Vision Zero East San José Safety Improvements Senter Road Project to the lowest responsive, responsible bidder, Granite Rock Company, for the Base Bid and Bid Alternate Nos. 1, 2, 3, and 4, in the amount of \$6,942,036; and
- (b) Approve a 10% contingency in the amount of \$694,204.

## **SUMMARY AND OUTCOME**

Award of the contract to Granite Rock Company enables the construction of the 10344 – Vision Zero East San José Safety Improvements Senter Road Project (Project), which will improve pedestrian, bicyclist, and transit safety along 4.7 miles of Senter Road between Story Road and Monterey Road (Attachment: Location Map – Vision Zero East San José Safety Improvements Senter Road). Approval of the 10% contingency will provide funding for any unanticipated work necessary for the proper completion or construction of the Project.

## **BACKGROUND**

In 2015, the City of San José (City) adopted a Vision Zero Initiative that aims to eliminate traffic deaths and severe injuries. Senter Road was identified as a Vision Zero Priority Safety Corridor due to the higher proportion of fatal and severe traffic injuries occurring on this roadway. On June 30, 2022, Governor Gavin Newsom signed California Assembly Bill 178, which included a \$10,000,000 earmark for the East San

José Safety Improvement Project. The City allocated an additional \$429,000 to fund staffing costs for grant administration, preliminary engineering, and project data analysis. Additionally, the City was awarded \$1,847,755 through the Low Carbon Transit Operations Program grant for transit upgrades partnering with the Valley Transportation Authority, of which \$1,200,000 has been allocated to the Project.

The Project will improve pedestrian, bicyclist, and transit safety along 4.7 miles of Senter Road between Story Road and Monterey Road by implementing the following improvements:

- A new traffic signal at Senter Road and Balfour Drive;
- Roadway and pedestrian lighting upgrades;
- Permanent Class IV protected bike lanes;
- Bus bulb-outs and other amenities such as shelters and benches at Tully Road and Balfour Drive; and
- Median islands.

In addition to the work identified above, there are four Bid Alternates on this Project.

Bid Alternate No. 1 includes installation of three ornamental lights on Senter Road south of Feldspar Drive.

Bid Alternate No. 2 includes installation of two ornamental lights on Senter Road north of Umbarger Road.

Bid Alternate No. 3 includes installation of four ornamental lights near the intersection of Senter Road and Oldham Way.

Bid Alternate No. 4 includes installation of five ornamental lights on Senter Road from Dadis Way to Lewis Road.

Construction is scheduled to begin in April 2026 with substantial completion expected in December 2026.

**ANALYSIS**

Bids were opened on August 14, 2025, with the following results:

| <b><u>Contractor</u></b>                                              | <b><u>Bid Amount</u></b> | <b><u>Bid Alternate Total</u></b> | <b><u>Total Bid</u></b> | <b><u>Variance Amount</u></b> | <b><u>Over/ (Under) Percent</u></b> |
|-----------------------------------------------------------------------|--------------------------|-----------------------------------|-------------------------|-------------------------------|-------------------------------------|
| Granite Rock Company (San José)                                       | \$6,576,203              | \$365,833                         | \$6,942,036             | (\$707,607)                   | (10)                                |
| Sposeto Engineering, Inc. (Livermore)                                 | \$6,652,423              | \$431,865                         | \$7,084,288             | (\$631,467)                   | (9)                                 |
| FBD Vanguard Construction, Inc. (Livermore) ( <i>non-responsive</i> ) | \$6,839,828              | \$302,150                         | \$7,141,978             | (\$444,062)                   | (6)                                 |
| <b>Engineer's Estimate</b>                                            | <b>\$7,283,890</b>       | <b>\$411,600</b>                  | <b>\$7,695,490</b>      | ---                           | ---                                 |

***Bid Alternates***

| <b><u>Contractor</u></b>                                              | <b><u>Bid Alternate No. 1</u></b> | <b><u>Bid Alternate No. 2</u></b> | <b><u>Bid Alternate No. 3</u></b> | <b><u>Bid Alternate No. 4</u></b> |
|-----------------------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Granite Rock Company (San José)                                       | \$75,858                          | \$57,724                          | \$94,706                          | \$137,545                         |
| Sposeto Engineering, Inc. (Livermore)                                 | \$89,600                          | \$68,200                          | \$111,760                         | \$162,305                         |
| FBD Vangaurd Construction, Inc. (Livermore) ( <i>non-responsive</i> ) | \$100,000                         | \$70,500                          | \$131,650                         | \$170,000                         |
| <b>Engineer's Estimate</b>                                            | <b>\$82,900</b>                   | <b>\$65,300</b>                   | <b>\$110,400</b>                  | <b>\$153,000</b>                  |

Section 3-1.01D of the City of San José Special Provisions specifies how the City will determine the low bid when bid alternates are included. The section requires the City to determine the low bid by adding the base bid to any bid alternates until a ceiling price is reached. If, for all the bidders, the addition of the base bid to the bid alternate results in

a figure greater than the ceiling, the low bid is determined by the base bid alone. In this instance, the ceiling price was set at \$7,250,000, and the low bid was therefore determined.

In addition to the base bid scope of work, Bid Alternate Nos. 1, 2, 3 and 4 are recommended for award.

FBD Vanguard Construction, Inc.'s bid was deemed non-responsive for failing to submit a properly executed bidder's bond.

The low bid submitted by Granite Rock Company is 10% under the Engineer's Estimate. Staff considers the low bid to be acceptable for the work involved.

#### *Contractor Prior Experience*

Granite Rock Company has successfully completed projects for the City, including the Julian Street/McKee Road Safety Enhancements Project, as well as projects with a similar scope for other agencies in the San Francisco Bay Area, such as the San Francisco International Airport – Taxiway Victor Phase 1B/C Project in San Francisco.

#### *Contingency*

San José Municipal Code Section 27.04.050 provides for a standard contingency of 10% on all public works contracts except those involving the renovation of a building or buildings. The standard 10% contingency is appropriate for this Project.

#### *Wage Theft Prevention Policy Check*

The Office of Equality Assurance reviewed bidders for compliance with the City's Wage Theft Prevention Policy on August 14, 2025, and again on September 11, 2025. No wage theft issues were identified.

#### *Project Labor Agreement Applicability*

A Project Labor Agreement is applicable to this Project because the Engineer's Estimate is higher than \$1.21 million.

#### *Local and Small Business Analysis*

Granite Rock Company is a Local Business Enterprise but not a Small Business Enterprise. No local businesses were listed as subcontractors.

*Climate Smart San José Analysis*

The recommendation in this memorandum aligns with one or more Climate Smart San José energy, water or mobility goals. The project will improve walking, transit and bicycling options. This, in turn, reduces vehicle miles traveled and associated greenhouse gas emissions.

**EVALUATION AND FOLLOW-UP**

No additional follow up action with City Council is expected at this time. As part of the Transportation Department's goal to evaluate the effectiveness of implemented safety projects, before and after studies and follow-up reports will be available for review.

**COST SUMMARY/IMPLICATIONS**

The source of funding for the Project is through the Building and Structure Construction Tax Fund (Fund 429). The earmark funds will cover the first five years of operations and maintenance for lighting upgrades and the new traffic signal at Senter Road and Balfour Drive. After the first five years, an estimated \$13,000 will be needed from the General Fund for electricity and labor costs associated with the operations and maintenance of the upgraded streetlights and new traffic signal. This Project is consistent with the City Council-approved Budget Strategy Economic Recovery section in that it will spur construction spending in our local economy.

1. TOTAL COST OF PROJECT:

|                                            |                     |
|--------------------------------------------|---------------------|
| Project Delivery*                          | \$4,374,366         |
| Construction                               | 6,942,036           |
| Contingency                                | 694,204             |
| <b>TOTAL PROJECT COSTS</b>                 | <b>\$12,010,606</b> |
| Prior Years' Expenditures and Encumbrances | (2,374,366)         |
| <b>REMAINING PROJECT COSTS</b>             | <b>\$9,636,240</b>  |

\*Project delivery includes \$2,374,366 for design services and \$2,000,000 for construction management and inspection services.

**2. COST ELEMENTS OF CONTRACT AS RECOMMENDED AS PART OF THE MEMORANDUM:**

|                                        |                    |
|----------------------------------------|--------------------|
| Traffic Control                        | \$940,000          |
| Water Pollution Control                | 66,000             |
| Storm Drain Facilities                 | 153,700            |
| Concrete Work                          | 655,334            |
| Asphalt Concrete Pavement              | 1,972,165          |
| Traffic Signage and Striping Work      | 545,650            |
| Electrical Work                        | 2,609,187          |
| <b>TOTAL AGREEMENT/CONTRACT AMOUNT</b> | <b>\$6,942,036</b> |

**BUDGET REFERENCE**

The table below identifies the fund and appropriations to fund the contract recommended as part of this memorandum and remaining project costs, including project delivery, construction, and contingency costs.

| Fund # | Appn. # | Appropriation Name                                             | Total Appn. | Amt. for Contract | 2025-2027 Proposed Biennial Capital Budget Page* | Last Budget Action (Date, Ord. No.) |
|--------|---------|----------------------------------------------------------------|-------------|-------------------|--------------------------------------------------|-------------------------------------|
| 429    | 432S    | Vision Zero: East San Jose Safety Improvements for Senter Road | \$7,782,000 | \$5,742,036       | 808                                              | 6/17/2025<br>31230                  |
| 429    | 438Y    | Senter Road Bulb-Outs                                          | \$5,148,000 | \$1,200,000       | 797                                              | 6/17/2025<br>31230                  |

\* The 2025-2027 Adopted Biennial Capital Budget was approved on June 10, 2025, and adopted on June 17, 2025, by the City Council.

**COORDINATION**

This project memorandum has been coordinated with the City Attorney's Office, City Manager's Budget Office, and the Planning, Building, and Code Enforcement Department.

## **PUBLIC OUTREACH**

This memorandum will be posted on the City's Council Agenda website for the October 28, 2025 City Council meeting.

The Transportation Department conducted several community outreach efforts while the project was undergoing design. Project information was posted along the corridor and mailed to all residences within a half mile of the project area. Community meetings were held on May 28, 2024, May 30, 2024, and August 29, 2024, to gather input on proposed improvements. All outreach materials were provided in English, Spanish and Vietnamese. Interpreters were also available at in-person community meetings. All information shared via posters, mailers, and outreach meetings are available on the project website. A mailing list was added to the project website to allow individuals to receive project updates via email. Email updates are sent to the project mailing list, local community groups, and the Council District 7 mailing list.

## **COMMISSION RECOMMENDATION AND INPUT**

No commission recommendation or input is associated with this action.

## **CEQA**

Categorically Exempt, File No. ER24-313, CEQA Guidelines Section 15301(c), Existing Facilities. (Attachment B – Statement of Exemption, ER24-313).

## **PUBLIC SUBSIDY REPORTING**

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/  
MATT LOESCH  
Director, Public Works Department

/s/  
JOHN RISTOW  
Director, Transportation  
Department

For questions, please contact Mathew Nguyen, Deputy Director, Public Works Department, at [mathew.nguyen@sanjoseca.gov](mailto:mathew.nguyen@sanjoseca.gov) or (408) 535-8300.

HONORABLE MAYOR AND CITY COUNCIL

October 6, 2025

**Subject: Award of Contract for 10344 – Vision Zero East San José Safety Improvements Senter Road Project**

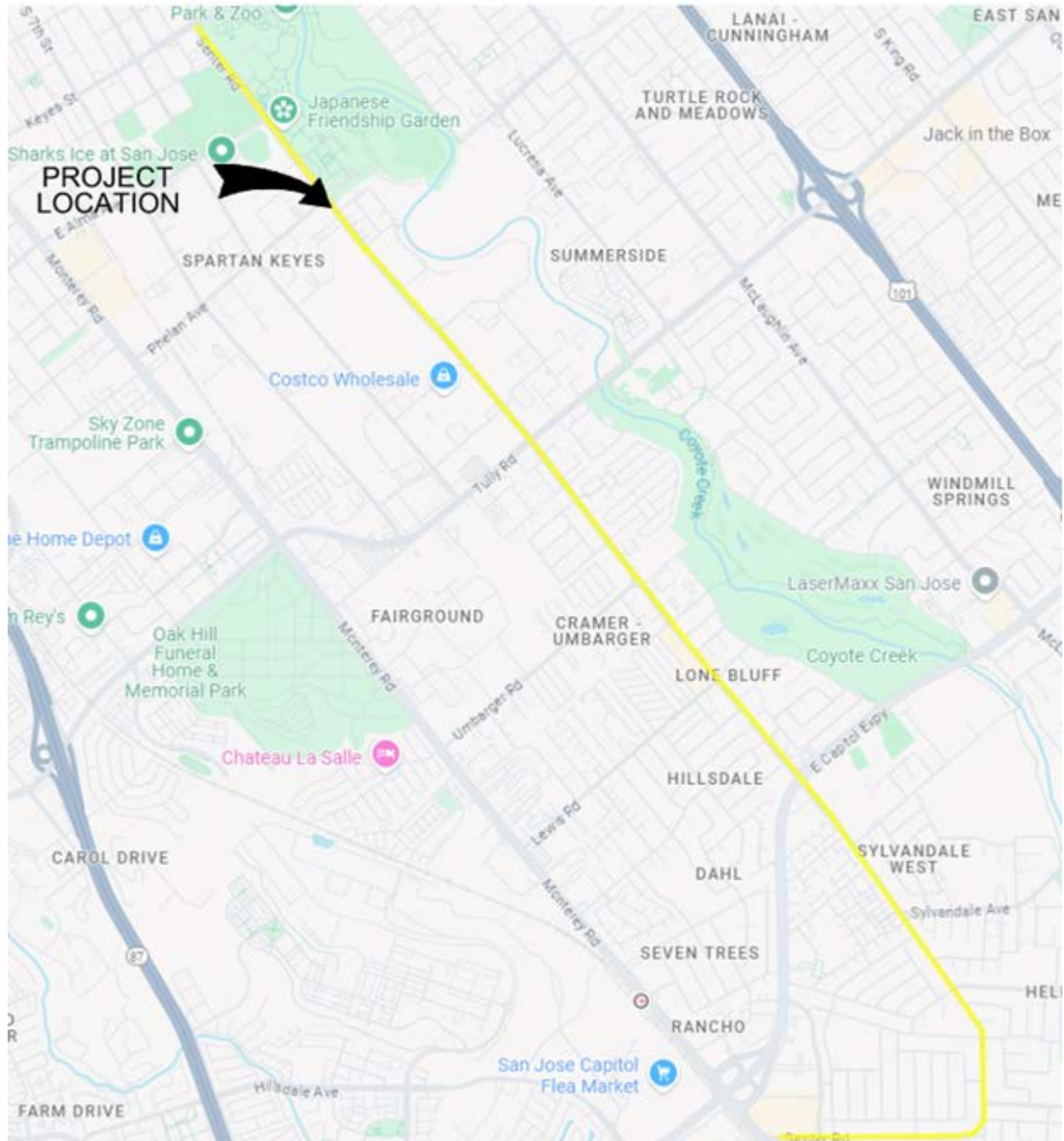
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**ATTACHMENTS:**

Attachment A – Location Map – Vision Zero East San José Safety Improvements Senter Road Project

Attachment B – Statement of Exemption, ER24-313

## LOCATION MAP FOR THE 10344 - VISION ZERO EAST SAN JOSE SAFETY IMPROVEMENTS SENTER ROAD PROJECT



|                               |
|-------------------------------|
| <b>STATEMENT OF EXEMPTION</b> |
|-------------------------------|

**FILE NO.**

ER24-313

**LOCATION OF PROPERTY**

Citywide

**PROJECT DESCRIPTION**

Citywide, time limited, exemption for maintenance and improvements within the existing public right-of-way (ROW). Projects which qualify to use this exemption include:

- 1) A rehabilitation, maintenance, replacement, and/or repair project designed to improve the condition of existing transportation elements such as, but not limited to, bikeways, ADA ramps, bike parking facilities, traffic signals, sidewalks, median islands, chokers, bulb-outs, traffic circles, speed humps, radar speed, display signs, traffic signs, or other similar elements,
- 2) A re-paving and/or curb markings project on existing streets, or
- 3) other similar maintenance, repair, rehabilitation, and/or replacement activities in the public ROW without changes to the capacity of the existing streets.

**Any changes to the capacity of an existing signalized intersection or street closures will required further environmental review and are not subject to this exemption.** This exemption is limited to a five-year time frame and will expire **January 10, 2030.**

**CERTIFICATION**

Under the provisions of Section 15301(c) of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA) as stated below, this project is found to be exempt from the environmental review requirements of Title 21 of the San José Municipal Code, implementing the California Environmental Quality Act of 1970, as amended.

**15301. EXISTING FACILITES**

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The types of "existing facilities" itemized below are not intended to be all inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of an existing use.

- (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).

## ENVIRONMENTAL ANALYSIS

### *Project Description*

This project includes maintenance and/or improvement work to existing streets, sidewalks, gutters, bicycle lanes, and similar public right of ways to enhance their operation. Project improvements covered under this exemption could include but are not limited to the installation of: bikeways, ADA ramps, bike parking facilities, new traffic signals, sidewalks, median islands, chokers, bulb-outs, traffic circles, speed humps, radar speed, display signs, traffic signs, or other similar features in the public ROW. Other activities covered under this project could include the repavement or existing streets and/or curb markings of existing streets without changes to capacity of the ROW. Any proposed work that would create additional automobile lanes shall be subject to separate environmental review.

### *Analysis*

Consistent with CEQA Statute and Guidelines Section 15301 (c), the project would consist of repair, maintenance, and minor alterations to existing public rights-of-way with little to no expansion of use. The project would occur within existing, developed public ROW in the City of San José, in locations that are already disturbed by existing development of roadways, sidewalks, bicycle paths, or trails. Therefore, no rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the project areas. In addition, maintenance or improvement activities within the public ROW will not extend to structures or buildings that could be of historic value. The maintenance projects would comply with all applicable City's construction regulations and standards. Therefore, the project qualifies for CEQA Guidelines Section 15301(c).

### *Exceptions:*

CEQA Guidelines Section 15300.2 provides exceptions to the use of Categorical Exemptions where the use of a Categorical Exemption is prohibited under certain circumstances. The City has considered the projects applicability to all of the exceptions under Section 15300.2. An analysis of each of these exceptions in reference to this specific project is provided below.

- (a) Location. Section 15300.2(a) does not apply to the Class Category 1 of exemptions.
- (b) Cumulative Impact. The proposed project is for maintenance and improvement type of activities on existing, already disturbed, ROW with no further development and no changes to the capacity of the existing ROW. Projects under this exemption would improve the operations of the existing streets, roadways, bicycle and pedestrian facilities. Based on the above analysis, there is no evidence of a potential significant cumulative impact on the environment from the proposed project. It has been determined that the project will not cumulatively impact traffic, noise, air quality, or water quality.
- (c) Significant Effect. The proposed project site does not have any unusual circumstances that would negatively impact the environment and would not result in any significant effects on the environment.
- (d) Scenic Highways. The project does not anticipate to result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. If work is to be damage the scenic resources such as trees or historic buildings, rock outcropping or similar sources within a highway official designated as a state scenic highway, this exemption cannot be used.
- (e) Hazardous Waste Sites. No work will occur in areas included on any list complied pursuant to Section 65962.5 of the Government Code. Work will be done within existing disturbed ROW.
- (f) Historical Resources. Physical work and changes will be done within existing ROW, where no buildings are present. Structures within the ROW (i.e. street lights, traffic signs, and similar features) are not identified as historic resources in the City of San José and most do not exceed 45 years of age; therefore, maintenance

will not result in damages to any historic resources.

Nhu Nguyen  
Environmental Planning Manager

Christopher Burton, Director  
Planning, Building and Code Enforcement

Date 2/5/25



Deputy