



PUBLIC WORKS DEPARTMENT

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CITY COUNCIL STAFF REPORT

Meeting: April 16, 2024

Subject

Award a construction contract for the De Anza Boulevard Buffered Bike Lanes Project in the amount of \$529,680 and approve a budget modification in the amount of \$5,533.

Recommended Action

1. Award a construction contract for the De Anza Boulevard Buffered Bike Lanes Project (Budget Unit 420-99-262) in the amount of \$529,680 to Chrisp Company;
2. Authorize the City Manager to execute the contract when all conditions have been met; and
3. Adopt Resolution No. 24-XXX approving budget modification #2324-237, approving an appropriation of \$5,533 in the Capital Improvement Fund (420) and a transfer of \$5,533 from the Capital Reserve Fund (429) to the project (budget unit 420-99-262 900-905) for a total authorized project expenditure of \$529,680.

Reasons for Recommendation

In June 2016, the City Council adopted the Bicycle Transportation Plan (BTP). The BTP is a long-range planning document designed to address the present and future needs of bicycling within the City of Cupertino. Infrastructure projects are identified in the BTP and organized into three tiers. Tier 1 projects have the highest priority with expected implementation within five years. Tier's 2 and 3 projects score lower than Tier 1 projects with respect to priority, however, implementation of these tiers can be initiated sooner to take advantage of funding or other opportunities, or to complement the development of other transportation improvements.

The construction of Class II buffered bike lanes on De Anza Boulevard between Homestead Road and Bollinger Road (Project) is identified in the BTP as the highest-ranking Tier 2 project. De Anza Boulevard is a major north-south principal arterial across Cupertino, a designated truck route along most of its length, and has a posted speed limit of 35 mph. Currently, standard Class II bike lanes exist along both directions of De Anza Boulevard within Cupertino, and no buffer zone exists to increase the separation between bicycle and vehicle traffic.

The project will enhance the safety of existing Class II bikeway facilities on De Anza Boulevard between Homestead Road and Bollinger Road by narrowing existing vehicle travel lanes and installing a painted buffer zone to create separation between the bicycle lanes from the vehicle lanes. Recently the City of San Jose completed the installation of a painted buffer zone separating the Class II bike lanes from vehicle traffic lanes along De Anza Boulevard within their City limits south of Bollinger Road. The improvements from the project will enhance safety for cyclists by providing a continuation of buffered bike lanes into the City’s jurisdiction in addition to calming vehicular traffic speeds.

The Project was included in the approved Fiscal Year (FY) 2022-2023 Capital Improvement Program (CIP) budget, with a total funding amount of \$525,000. The project funding was supplemented by \$166,259 in funding from the Transportation Development Act Article 3 (TDA 3), administered by the Metropolitan Transportation Commission (MTC). The TDA 3 funding does not increase the overall CIP project budget but does decrease the amount of City funds required to construct the project.

The City advertised the Project for bid on February 16. On March 12, the City received one responsive bid (detailed in the table below).

Bidder	Total Bid Amount
Chrisp Company	\$529,680.00

The Department of Public Works reviewed the Chrisp Company bid documents for completeness, confirmed the contractor’s experience and qualifications, and determined the bid to be responsible, per the Instructions to Bidders, and the Cupertino Municipal Code. Therefore, staff recommends awarding a construction contract to Chrisp Company for a total contract amount of \$529,680. Since this contract amount exceeds the project funding by approximately \$5,000, a budget modification will be required if this contract is awarded.

A construction contingency allows for unforeseen conditions and is a typical contracting practice. Due to the nature of the project and scope of work, staff is not recommending a construction contingency for this project.

A draft construction contract is included as Attachment A, while the full project specifications can be found on the City’s “Business Opportunities” webpage and <https://apps.cupertino.org/bidmanagement/index.aspx>. Construction is expected to begin in May 2024 and be completed in June 2024 in tandem with CIP Project 2020-12, De Anza Boulevard and McClellan Road/Pacifica Drive Intersection Modifications.

Sustainability Impact

The recommended improvements are intended to encourage bicycle use, which will reduce single-occupancy vehicle trips and lead to reduced vehicle emissions. This will help the City achieve air quality and greenhouse gas emission reduction goals.

Fiscal Impact

The FY 2022/2023 budget allocated \$525,000 for the Project, which is partially offset by grant funds received (\$166,259).

Awarding a construction contract to Chrisp Company for a total contract amount of \$529,680 exceeds the project funding by \$5,533. A budget modification and transfer of \$5,533 from the Capital Reserve Fund (429) to the Capital Improvement Fund (420) is required to address the funding shortfall.

Current Fiscal Summary:

Current Funding Status	Amount
Budgeted Funds for De Anza Boulevard Buffered Bike Lanes	\$525,000
TDA 3 funding allocated	\$166,259
Reduction of City Funding required for the project	(\$166,259)
Traffic Data Collection	(\$800)
CEQA Filing Fee	(\$53)
Design (In-house)	(\$0)
Remaining Budget: Funding available after Expenses/Expenditures to date	\$524,147

Estimated Funding Impact	Amount
Estimated Construction Total (<i>this agreement</i>)	(\$529,680)
Proposed Budget Modification: transfer from Capital Reserve	\$5,533
Remaining Budget: projected Funding available after Construction Contract award	\$0

California Environmental Quality Act (CEQA)

This project is categorically exempt from CEQA pursuant to CEQA Guidelines section 15301 (maintenance of existing facilities), as bicycle lanes previously existed within the same right-of-way of the project.

Prepared by: Marlon Aumentado, Assistant Civil Engineer

Reviewed by: Chad Mosley, Director of Public Works

Reviewed by: Matt Morley, Assistant City Manager

Approved for Submission by: Pamela Wu, City Manager

Attachments:

A – Draft Contract
B – Draft Resolution