

**PROCUREMENT SUMMARY**

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT  
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)  
PS118736000**

1.	<b>Contract Number:</b> PS118736000	
2.	<b>Recommended Vendor:</b> Myers-Shimmick, a Joint Venture	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> January 24, 2024	
	<b>B. Advertised/Publicized:</b> January 24, 2024	
	<b>C. Pre-Proposal Conference:</b> February 20, 2024	
	<b>D. Proposals Due:</b> April 17, 2024	
	<b>E. Pre-Qualification Completed:</b> July 24, 2024	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> April 17, 2024	
	<b>G. Protest Period End Date:</b> November 27, 2024	
5.	<b>Solicitations Downloaded:</b> 195	<b>Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Fred Leung	<b>Telephone Number:</b> (213) 922-8914
7.	<b>Project Manager:</b> Anthony Defrenza	<b>Telephone Number:</b> (213) 922-7107

**A. Procurement Background**

This Board Action is to approve Contract No. PS118736000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for Metro’s North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro’s Acquisition Policy and the contract type is Construction Manager/General Contractor (CM/GC). The RFP was issued with 17% SBE and 3% DVBE goals for Phase 1, and a 17% to 32% range for SBE goal and 3% DVBE goal for Phase 2 work.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 22, 2024, revised RFP Sections and Exhibits, extended the deadline for submission of RFP comments from February 23, 2024 to April 1, 2024, and extended the proposal due date from March 27, 2024 to April 17, 2024.

- Amendment No. 2, issued on March 18, 2024, updated the contract administrator contact information and revised various sections of the contract and contract exhibits.
- Amendment No. 3, issued on April 4, 2024, revised Appendix D – Section 4.11 of the RFP and revised various contract exhibits.

A virtual pre-proposal conference was held on February 20, 2024, and was attended by 52 participants representing 38 firms. Two sets of questions and responses were released prior to the proposal due date.

A total of 195 downloads of the RFP were recorded in the planholders' list. A total of four proposals were received on April 17, 2024.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management Office, Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

- |  |                   |
|--|-------------------|
| • Capability and Experience                | 360 Points        |
| • Project Understanding                    | 80 Points         |
| • Project Approach                         | 360 Points        |
| • Price                                    | <u>200 Points</u> |
|  | 1000 Points       |
| • LSBE Preference Program ( <i>BONUS</i> ) | 50 Bonus Points   |

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience, and Project Approach. Project Approach included a subcriterion worth 40 points for Proposers to demonstrate their approach to Cultural Competency.

This solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program effective August 25, 2022. This pilot program, approved by the Board, awards a 5% bonus to the Proposer(s) who commit to subcontract at least 30% of the Contract Value to Local Small Business Enterprises. The LSBE bonus points are added to the Proposer(s)' total point score if DEOD determines the Proposer(s) earned the LSBE bonus points.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 would be used for the awarded Contract Value (subject to clarification and/or negotiations) as follows:

1. Phase 1 Work Not-To-Exceed (NTE) Amount; and
2. Phase 2 Margin Percentage with an assumed construction cost of \$190,000,000 (for evaluation purposes only)

Of the proposals received, all four were determined to be within the competitive range and are listed below in alphabetical order:

1. Flatiron West, Inc. (Flatiron)
2. Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)
3. Skanska Sully Miller, a Joint Venture (Skanska Sully Miller JV)
4. Stacy Witbeck Griffith Company, a Joint Venture (SWGK JV)

During May and June 2024, the PET reviewed and scored each technical proposal. On June 25, 2024, the PET met and received Oral Presentations from all four firms. The Proposer's project manager and key team members had an opportunity to present each team's Project Understanding and Project Approach. Each team was asked questions regarding their previous experience related to delivering a BRT or similar Project.

In September 2024, Metro held detailed discussions with each of the four Proposers regarding their technical and price proposals.

At the conclusion of discussions, Metro issued Amendment No. 4 requesting Best and Final Offers (BAFO) from all the firms. All four Proposers submitted written BAFOs on October 3, 2024. The BAFOs were found to be responsive to the requirements and instructions set forth in Amendment No. 4.

After a thorough evaluation review of proposals, oral presentations, and BAFOs, the highest ranked firm was Myers-Shimmick JV.

### **Qualifications Summary of Recommended Firm:**

Myers-Shimmick JV demonstrated past BRT experience for similar projects and proposed a highly qualified team with public transportation experience. Their proposal thoroughly understood the project and their approach to performing the Phase 1 work. Myers-Shimmick JV received the highest scores on both technical and price proposals. Their proposal achieved the highest scores for Capability and Experience as well as Project Understanding. Additionally, their Project Approach shown below includes a score of 36.13 out of 40 for Cultural Competency. Furthermore, Myers-Shimmick JV exceeded the goals by making a 43.26% SBE commitment and a 3.49% DVBE commitment. Myers-Shimmick JV is also committed to subcontracting more than 30% of the Contract Value to LSBE firms.

The PET's recommendation in the order of ranking is shown in the table below:

<b>Proposer Name</b>	<b>Maximum Points</b>	<b>Earned Points</b>	<b>Total Points</b>	<b>Rank</b>
<b>Myers-Shimmick JV</b>				
Capability and Experience	360	339.73		
Project Understanding	80	77.07		
Project Approach	360	335.87		
Price	200	200.00		
<b>LSBE Preference Program (5%) (BONUS POINTS)</b>	50	50.00		
<b>Total</b>			1002.67	<b>1</b>
<b>Skanska Sully Miller JV</b>				
Capability and Experience	360	326.13		
Project Understanding	80	75.73		
Project Approach	360	335.20		
Price	200	189.89		
<b>LSBE Preference Program (5%) (BONUS POINTS)</b>	50	50.00		
<b>Total</b>			976.95	<b>2</b>
<b>Flatiron</b>				
Capability and Experience	360	311.87		
Project Understanding	80	75.47		
Project Approach	360	335.87		
Price	200	198.07		
<b>LSBE Preference Program (5%) (BONUS POINTS)</b>	50	50.00		
<b>Total</b>			971.28	<b>3</b>
<b>SWGC JV</b>				
Capability and Experience	360	327.47		
Project Understanding	80	75.47		
Project Approach	360	324.80		
Price	200	183.66		
<b>LSBE Preference Program (5%) (BONUS POINTS)</b>	50	50.00		
<b>Total</b>			961.40	<b>4</b>

### C. Cost/Price Analysis

The recommended Not-to-Exceed (NTE) award amount and Phase 2 Margin Percentage have been determined to be fair and reasonable based upon review of an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and fact finding.

<b>Proposer Name</b>	<b>BAFO Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
Myers-Shimmick JV	<b>\$8,260,253 (Phase 1)</b>	<b>\$13,477,453 (Phase 1)</b>	<b>\$8,260,253 (Phase 1)</b>
	<b>Phase 2 Margin Percentage 8.75%</b>	<b>Phase 2 Margin Percentage 10%</b>	<b>Phase 2 Margin Percentage 8.75%</b>
Skanska Sully Miller JV	\$9,992,677 (Phase 1)		
	Phase 2 Margin Percentage 8.50%		
Flatiron	\$8,025,106 (Phase 1)		
	Phase 2 Margin Percentage 9.00%		
SWGC JV	\$8,488,106 (Phase 1)		
	Phase 2 Margin Percentage 9.70%		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All firms proposed pricing within the pre-established parameters.

The ICE was originally developed with staffing that included five (5) Segment Superintendents needed for Phase 1. Myers-Shimmick proposed a staffing plan with fewer Segment Superintendents resulting in the final award amount being lower than Metro's original ICE.

#### **D. Background on Recommended Contractor**

##### **Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)**

The managing partner of the Joint Venture (JV), Myers and Sons Construction (Myers) is a heavy civil infrastructure construction company based in Sacramento, California with local office in Los Angeles, that was established in 2010. Myers has experience in alternative delivery projects such as design-build and CM/GC, including as the non-managing partner of the Metro I-105 Express Lanes CM/GC.

Shimmick Construction (Shimmick), the other JV partner, is one of the nation's largest heavy civil contractors which began in 1990 and its headquarters office is located in Irvine, California. Shimmick has performed more than \$2 billion of alternative delivery projects, including the Gerald Desmond Bridge Replacement Design-Build for the Port of Long Beach.

Myers-Shimmick JV formed a joint venture specifically for this endeavor, which brings together their CM/GC expertise and resources in alternative project delivery methods.