

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

1.	Contract Number: PS135255000	
2.	Recommended Vendor: Griffith Company	
3.	Type of Procurement (check one): <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.	Procurement Dates:	
	A. Issued: September 18, 2025	
	B. Advertised/Publicized: September 18, 2025	
	C. Pre-Proposal Conference: October 8, 2025	
	D. Proposals Due: November 25, 2025	
	E. Pre-Qualification Completed: January 16, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: November 25, 2025	
	G. Protest Period End Date: February 24, 2026	
5.	Solicitations Picked up/Downloaded: 184	Bids/Proposals Received: 3
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: 213-922-1064
7.	Project Manager: Chris Sheaffer	Telephone Number: 213-922-5465

A. Procurement Background

This Board Action is to approve the award of Contract No. PS135255000 issued to provide Construction Manager/General Contractor (CM/GC) services for the Vermont Transit Corridor Bus Rapid Transit (BRT) project. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS135255 was issued in accordance with Metro's Acquisition Policy and the contract type for Phase 1 is firm fixed price. The Diversity & Economic Opportunity Department recommended a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 Work. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in this recommended action.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 10, 2025, informed proposers of the IFR changes to the DBE Program and clarified that DBE participation would not be a factor or requirement for the solicitation.
- Amendment No. 2, issued on October 22, 2025, replaced the Key Personnel role of Quality Assurance Manager with Project Quality Manager.
- Amendment No. 3, issued on October 31, 2025, updated Task 3 (Construction Phasing and Staging) of the Exhibit 3 – Project Requirements.

- Amendment No. 4, issued on November 4, 2025, updated the proposal due date from November 19, 2025 to November 25, 2025.
- Amendment No. 5, issued on November 19, 2025, provided changes to the RFP document to reflect the U.S. Department of Transportation (USDOT) IFR implementing changes to the Disadvantaged Business Enterprise (DBE) Program.

A total of 184 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 8, 2025, that was attended by 36 participants. Staff received 29 questions, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of November 25, 2025.

B. Evaluation of Proposals

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

The proposals were evaluated based on the following evaluation criteria and weights:

• Capability and Experience	290 points
• Project Understanding	80 points
• Project Approach	390 points
• Community Benefits and Workforce Development	40 points
• Price	200 points

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Project Approach.

In addition, the price evaluation criteria consisted of 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 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 90 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 12-month period of performance for Phase 2 work (for evaluation purposes only)

4. Phase 2 Margin Percentage, assuming a construction cost of \$200,000,000 (for evaluation purposes only)

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

1. Griffith Company
2. Kiewit Infrastructure West Co.
3. Myers-Shimmick, a Joint Venture between Myers & Sons Construction LLC and Shimmick Construction Company, Inc.

During the period of December 18, 2025, to January 7, 2026, the PET independently evaluated and scored the technical proposals. On January 8, 2026, the PET met and deliberated on the proposals received and their independent scores. Upon finalizing deliberations, the PET reached consensus scoring.

Qualifications Summary of Recommended Firm:

Griffith Company's (Griffith) proposal demonstrated experience in construction in the public right-of-way involving paving, curb and gutter, sidewalk, other hardscape and landscaping, storm drains and utility adjustments, and other bus rapid transit project elements. The proposal showed a thorough understanding of the project requirements. The team's extensive experience delivering comparable CM/GC transit corridor projects under fixed milestone conditions supports confidence in its ability to manage complex third-party coordination, maintain transit operations, and develop reliable Phase 2 pricing, consistent with the Project Requirements.

Griffith's proposal demonstrated clear understanding of the Project's CM/GC delivery requirements and critical schedule constraints, including the need to achieve Substantial Completion ahead of the 2028 Summer Olympics. The Phase 1 approach emphasizes early constructability reviews, open-book cost modeling, proactive risk identification, and close integration with the PS&E Designer.

The evaluation performed by the PET determined that the proposal from Griffith Company demonstrated competent and professional qualifications to perform the services required and is determined to be the highest ranked proposer. The results of the final scoring are shown below, in rank order:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	Griffith Company				
3	Capability and Experience	290	254.95		
4	Project Understanding	80	66.40		
5	Project Approach	390	330.73		
6	Community Benefits and Workforce Development	40	33.60		
7	Price	200	200.00		
8	Total	1000		885.68	1
9	Myers-Shimmick				
10	Capability and Experience	290	244.18		
11	Project Understanding	80	62.00		
12	Project Approach	390	313.43		
13	Community Benefits and Workforce Development	40	32.00		
14	Price	200	165.87		
15	Total	1000		817.48	2
16	Kiewit Infrastructure West Co.				
17	Capability and Experience	290	218.75		
18	Project Understanding	80	63.00		
19	Project Approach	390	294.10		
20	Community Benefits and Workforce Development	40	31.50		
21	Price	200	145.85		
22	Total	1000		753.20	3

C. Cost/Price Analysis

The recommended Award Amount has been determined to be fair and reasonable based upon fact finding, comparison with an Independent Cost Estimate (ICE), and cost and price analysis.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Griffith Company	\$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee)	\$7,500,000	\$4,792,452 (Phase 1 Pre-Construction Lump Sum Fee)
	\$7,550.00/day (Delay Compensation for Phase 1)		\$7,550.00/day (Delay Compensation for Phase 1)
	\$160,227.05/month (Phase 2 Management Lump Sum Fee)		\$160,227.05/month (Phase 2 Management Lump Sum Fee)
	8% (Phase 2 Margin Percentage)		8% (Phase 2 Margin Percentage)
Myers-Shimmick	\$6,779,817 (Phase 1 Pre-Construction Lump Sum Fee)		
	\$7,550.00/day (Delay Compensation for Phase 1)		
	\$160,593.34/month (Phase 2 Management Lump Sum Fee)		
	9% (Phase 2 Margin Percentage)		
Kiewit Infrastructure West Co.	\$8,500,000 (Phase 1 Pre-Construction Lump Sum Fee)		
	\$16,665.00/day (Delay Compensation for Phase 1)		
	\$227,414.00/month (Phase 2 Management Lump Sum Fee)		
	8.5% (Phase 2 Margin Percentage)		

All firms proposed price elements that fell within the pre-established parameters set forth in the RFP.

D. Background on Recommended Contractor

The recommended firm, Griffith Company, headquartered in Brea, CA has been in business for 120 years and provides general contractor and construction services for highway, roads, bridges, and airports, among others. The firm has extensive experience working with other public agencies such as Caltrans, County of San Bernardino, City of San Diego, Los Angeles World Airports (LAWA), Port of San Diego, and the City of Long Beach.