

PROCUREMENT SUMMARY

**GAMES MULTIMODAL INFRASTRUCTURE PROJECT – CM/GC
PS140991000**

1.	Contract Number: PS140991000	
2.	Recommended Vendor: Atkinson/Clark, A Joint Venture between Guy F. Atkinson Construction, LLC and Clark Construction Group – California, LP (“Atkinson/Clark”)	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP–CM/GC ☐ RFP–A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued: March 9, 2026	
	B. Advertised/Publicized: March 9, 2026	
	C. Pre-Proposal Conference: April 13, 2026	
	D. Proposals Due: May 8, 2026	
	E. Pre-Qualification Completed: June 24, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: May 11, 2026	
	G. Protest Period End Date: July 21, 2026	
5.	Solicitations Downloaded: 230	Proposals Received: 3
6.	Contract Administrator: Laura Barrera	Telephone Number: 213-922-4365
7.	Project Manager: Karthik Radhakrishnan	Telephone Number: 213-922-3090

A. Procurement Background

This Board Action is to approve the award of Contract No. PS140991000 to provide Construction Manager/General Contractor (CM/GC) services for the Games Multimodal Infrastructure Project (“GMIP”). Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS140991 was issued in accordance with Metro’s Acquisition Policy and the contract type for Phase 1 is firm fixed price.

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

- Amendment No. 1, issued on April 7, 2026, revised the Pre-Proposal Conference date;
- Amendment No. 2, issued on April 8, 2026, revised the Deadline for submissions of RFP Comments; and
- Amendment No. 3, issued on April 24, 2026, added certain plans and specifications and revised the final Unit Price List.

A total of 230 downloads of the RFP were included in the planholders’ list. A virtual pre-proposal conference was held on April 13, 2026, that was attended by 40

participants. A total of 79 questions were received, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of May 8, 2026.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Program Management and Program Control 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:

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|--|------------|
| • Capability and Experience | 250 points |
| • Project Understanding | 60 points |
| • Project Approach | 250 points |
| • Community Benefits and Workforce Development | 40 points |
| • Price | 400 points |

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

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 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 45 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Margin Percentage, assuming a total construction cost of \$181M (for evaluation purposes only)
4. Unit Price Sum for Phase 2 work

The PET determined that all three proposals were within the competitive range and are listed below in alphabetical order:

1. Atkinson/Clark, A Joint Venture between Guy F. Atkinson Construction, LLC and Clark Construction Group – California, LP ("Atkinson/Clark")
2. Griffith Company ("Griffith")

3. Myers-Shimmick, a Joint Venture between Myers & Sons Construction LLC and Shimmick Construction Company, Inc. (“Myers-Shimmick”)

During the period of May 21, 2026, to June 9, 2026, the PET independently evaluated and scored the technical proposals. After oral presentations concluded on June 9, 2026, the PET met on June 10, 2026, to conduct final deliberations on their independent scores, and reached consensus scoring.

Qualifications Summary of Recommended Firm:

The Atkinson/Clark Joint Venture proposal showcases significant experience in public right-of-way construction, including park-and-ride facilities, bike storage, micromobility parking, lighting, and wayfinding signage. The discussions on the Work Packages demonstrated a strong understanding of the project requirements. Their proven track record in delivering similar infrastructure projects under fixed milestones supports confidence in their ability to successfully execute the current CM/GC project.

The evaluation performed by the PET determined that the proposal from Atkinson/Clark, a Joint Venture, demonstrated competent and professional qualifications for the performance of 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	Atkinson/Clark				
3	Capability and Experience	250.00	181.67		
4	Project Understanding	60.00	40.00		
5	Project Approach	250.00	177.33		
6	Community Benefits and Workforce Development	40.00	28.00		
7	Price	400.00	387.50		
8	Total	1000		814.50	1
9	Griffith				
10	Capability and Experience	250.00	214.00		
11	Project Understanding	60.00	50.00		
12	Project Approach	250.00	214.67		
13	Community Benefits and Workforce Development	40.00	28.00		
14	Price	400.00	284.19		
15	Total	1000		790.86	2
16	Myers-Shimmick				
17	Capability and Experience	250.00	211.33		
18	Project Understanding	60.00	48.00		
19	Project Approach	250.00	207.33		
20	Community Benefits and Workforce Development	40.00	32.00		
21	Price	400.00	217.27		
22	Total	1000		715.93	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
Atkinson/Clark	\$1,045,164.65 (Phase 1 Preconstruction Lump Sum Fee)	\$1,857,000.00	\$1,045,165.00 (Phase 1 Preconstruction Lump Sum Fee)
	\$5,000.00/day (Delay Compensation for Phase 1)		\$5,000.00/day (Delay Compensation for Phase 1)
	9% (Phase 2 Margin Percentage)		9% (Phase 2 Margin Percentage)
	\$32,538,586.31 (Unit Price Sum)		\$TBD for each Work Package
Griffith Company	\$2,371,151.47 (Phase 1 Preconstruction Lump Sum Fee)		
	\$5,000.00/day (Delay Compensation for Phase 1)		
	11.9% (Phase 2 Margin Percentage)		
	\$34,759,666.36 (Unit Price Sum)		
Myers- Shimmick	\$1,922,793.39 (Phase 1 Preconstruction Lump Sum Fee)		
	\$5,000/day (Delay Compensation for Phase 1)		
	8.0% (Phase 2 Margin Percentage)		
	\$51,825,105.79 (Unit Price Sum)		

D. Background on Recommended Contractor

The recommended CM/GC contractor is Atkinson/Clark, a Joint Venture (ACJV), and was established ten years ago. Their companies share corporate offices in both downtown Los Angeles and Costa Mesa.

The managing partner of the ACJV is Guy F. Atkinson Construction, LLC (Atkinson). Established in 1962, Atkinson is a heavy civil contractor that specializes in complex infrastructure, structural work, and concrete paving. The company is based in Broomfield, Colorado, with local offices in Los Angeles and Costa Mesa.

Clark Construction Group – California LP (Clark), the other JV partner, is a multidisciplinary building and civil construction firm that has been in business for over 120 years. The firm has extensive experience working with other public agencies, such as Los Angeles World Airports (LAWA), Union City, CA, the City of Long Beach, and the U.S. General Services Administration.

The proposed ACJV team combines Atkinson's heavy civil expertise in roadway modifications, active transportation corridors, and transit utility work with Clark's general contracting capabilities in constructing complex transit terminals, pedestrian structures, and regional mobility hubs. This joint venture effectively bridges the gap between horizontal civil work and vertical facility improvements.