File #: 2026-0025, **File Type:** Contract **Agenda Number:** 8.

CONSTRUCTION COMMITTEE
FEBRUARY 18, 2026

SUBJECT: VERMONT TRANSIT CORRIDOR BRT PROJECT- CONSTRUCTION MANAGER/GENERAL CONTRACTOR

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1, in the amount of $4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $198,460,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board’s approval for two items in support of the Vermont Transit Corridor Bus Rapid Transit Project: (1) to award a CM/GC contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, expenses incurred to date, and anticipated additional preconstruction activities performed by the CM/GC and existing design and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The Vermont Transit Corridor BRT is a voter-approved Measure M Project, which includes 13 station locations, each with two bus stops (one northbound and one southbound), for a total of 26 BRT stations, and 1 layover. Station improvements include platforms, canopies, lighting, signage, security systems, public art, and landscaping.

The Vermont corridor is the busiest bus transit corridor in Los Angeles County with approximately

38,000 weekday boardings connecting the Metro B/D Lines (Red/Purple), E Line (Expo) and C Line (Green), as well as various east-west bus lines, to many key activity centers, including educational, cultural, medical, governmental, and faith-based institutions. The Project brings long-awaited improvements in travel time, service reliability, and customer experience along a 12.4-mile stretch of Vermont Avenue between Sunset Boulevard and 120th Street. The Project would also offer a vital north-south transit alternative to residents and businesses west of Interstate 110 (I-110; Harbor Freeway) and an opportunity to reinvest in communities along the Vermont Corridor. The Project is bordered by El Segundo Boulevard to the south, Los Feliz Boulevard to the north, the I-110 to the east and transitions between Western Avenue and Normandie Avenue to the west. The majority of the Project is located within the City of Los Angeles with approximately 2.5 miles at the southern end (western side of Vermont Avenue only) in unincorporated Los Angeles County. The Project includes several City of Los Angeles communities, including East Hollywood/Los Feliz, University Park/Exposition Park, Koreatown, and South Los Angeles, as well as the West Athens and Westmont communities in unincorporated Los Angeles County. These communities have some of the highest population densities in the region and have a disproportionately high proportion of transit-dependent residents.

The Project goals are to:

- Improve transit performance (reduce passenger travel times, improve efficiency in operations and service reliability, increase ridership);
- Enhance Customer Experience (enhance stations with passenger amenities, improve pedestrian access, improve safety and security);
- Invest in Community (Improve mobility options to provide access to destinations).

On November 13, 2025, the Federal Transit Administration (FTA) determined the Project to be consistent with the criteria associated with a categorical exclusion under the National Environmental Policy Act (NEPA), thus providing environmental clearance to the Project. A Construction Management Support Services (CMSS) Task Order (under Contract No. AE128436MC085) was issued in October 2025. A Task Order for design services (under Contract No. AE128314E0132) was issued in November 2025. Development of the final design for the Project is ongoing.

The CM/GC approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of contractor input during the design phase before the start of construction.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro labor and previously awarded and existing contracts and agreements, as listed below and further explained in Attachment A.

- Construction Management Support Services (CMSS) provided by Zephyr-UAS, Inc (Contract No. AE128436MC085)
- Final design services provided by HNTB Corporation (Contract No. AE128314E0132)
- Program Controls Support Services (PCSS) from KKCS/Triunity Joint Venture (Contract No. PS89856000)

DISCUSSION

Staff selected the CM/GC delivery method for Phase 1 of the Project as it enables Metro to engage a General Contractor to act as the "Construction Manager" consultant and collaborate with Metro and the design consultant. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method for this project will also improve construction quality, encourage value engineering, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, the Preconstruction Phase (Design), which allows the contractor to work with the design consultant and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the contractor to explore opportunities to accelerate the delivery schedule, execute early work packages to advance eligible field work for which Metro has pre-award authority from the FTA, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs, staff will return to the Board with a recommendation to approve the Life of Project (LOP) and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an "off-ramp" and seek another contractor by competitively bidding on the Project's final design, while still benefitting from the previous work performed by the contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the contractor will perform, such as design review, cost estimating, schedule, maintenance of traffic plans and execution of Early Works Packages.
- Upon issuance of NTP for Phase 1, the contractor, design consultant, CMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the contractor. If not, Metro will have the option to terminate the contract with the contractor and package the design documents into a separate bid package. This off-ramp

will be available for Metro throughout Phase 1 as staff evaluates each OPC.

- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:
  - the contractor's fee and margin initially proposed will be retained in all OPCs;
  - the Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
  - the CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the contractor is required to submit.
  - the CM/GC contract sets out a clear governance structure for managing Phase1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
  - the process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through two municipalities (City of Los Angeles and County of Los Angeles) and is built entirely within the public right-of-way. The design for the Project will be delivered in multiple packages to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the municipalities and all Agencies Having Jurisdiction (AHJ). Metro anticipates issuing multiple Early Works Packages to facilitate early construction along the corridor prior to design completion.

As detailed in Attachment A, the proposed Preconstruction Budget of $198,460,000 is inclusive of the following:

- All expenses incurred to date during the planning, preliminary engineering, and contract development stages

- Phase I preconstruction contractor expenses (constructability reviews, cost estimating, etc.)

- Final design services and design support services during construction of Early Works Packages.

- Construction Management support, agency labor, and other professional services to support work through Phase 1

- Metro staff professional services through Phase 1

- Third Party expenses to support final design and Early Works Packages

- Right-of-Way expenses

- Early Works Packages required to meet the aggressive project schedule
    - Procurement of long lead material (bus shelters, street lights, traffic signals)
    - Pavement restoration and striping
    - Construction of four (4) of the thirteen (13) stations

Once both parties agree to a final contract price for the project, staff will return to the Board to seek approval of the LOP budget and seek approval to enter into the final Phase 2 construction agreement.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 471402, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Local Measure M Expenditure Plan of $25 million. The source of funds for this action is Local Measure M 35% dedicated to this project by ordinance.

The funding for the Preconstruction Budget comes from the following sources:

- $25 million from Local Measure M
- $36.7 million from Local Proposition C
- $81.1 million from the State's SB1 Local Partnership Program (LPP)
- $5 million from the State's Transit & Intercity Rail Capital Program (TIRCP)
- $48.8 million from the Federal Congestion Mitigation & Air Quality Program (CMAQ)
- $2 million from the Federal FTA Community Project Funding

The grand total of Project funding available to support the preconstruction budget is approximately $198.6 million. These funds are not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

For the Vermont Transit Corridor BRT CM/GC contract, the Disadvantaged Business Enterprises (DBE) goal established by the Diversity and Economic Opportunity Department (DEOD) for the

Phase 1 Work, is zero percent (0%) of the Phase 1 Contract Price. The U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed 12 Metro-certified small businesses to participate in this contract. For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

The CM/GC RFP evaluation criteria allocated a possible 40 points out of 800 total technical points to the proposing firm's demonstration of a well-defined approach to support Metro's community benefits and workforce development goals and objective across all Phases of the Project. Proposers were instructed to reference policies, practices, and training programs at the organizational level as well as values and behaviors at the individual level that would establish an inclusive workplace culture reflective of the community in which the Project is located and that support trustworthy communication among the Project team and the community.

In performance of the Scope of Services, the CM/GC is required to collaborate with Metro and other Metro contractors to participate in and provide support for community meetings and all public notification relating to the Project and Construction Work. Support provided by the CM/GC will include attending meetings, supplying materials and support personnel, and preparing presentations and other materials, as directed by Metro.

The Project area is comprised of Equity Focus Communities (EFCs) within the City of Los Angeles and County of Los Angeles and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations via the 13 planned stations located in EFCs.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Korea, and Tagalog to name a few), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, the Vermont Transit Corridor Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative along Vermont Avenue. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project (as forecasted by the CBM18 B model [Metro, 2019b]) by the associated station-to-station (or comparable zone-to-zone) trip distances. The estimated user benefit is a savings of about 85,000 VMT resulting in the removal of 37 metric tons of CO_2 daily due to the implementation of the Project. A dedicated BRT lane can move 3 times the number of people per hour than a mixed traffic lane. This analysis was conducted as part of the Vermont Transit Corridor Planning and Environmental Study and aligns with the State statuary goals of reducing greenhouse gas emissions and increasing multimodal transportation networks.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases. If the award of the CM/GC contract is not approved, Metro would seek another contractor by competitively bidding on the Project's final design once the design is completed and approved.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS135255000 with Griffith Company. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and CMSS consultant to advance completion of the final design. Staff will return to the Board to seek approval of the LOP budget and authorization to advance the corresponding Phase 2 Contract Supplement in FY27.

ATTACHMENTS

Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Chris Sheaffer, Deputy Executive Officer, Project Management, (213) 922-5465
Kimberly Wilson, Executive Officer, Project Engineering, (213) 364-5381
Michael McKenna, Deputy Chief, Program Management, (213) 922-4239
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297

Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY25	FY26	FY27
Planning, Enviromental and Preliminary Engineering Services	$ 39,970,000	$ 28,170,000	$ 11,800,000	$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	$ 4,800,000		$ 1,250,000	$ 3,550,000
Final Design Services	$ 18,600,000		$ 7,620,000	$ 10,980,000
CMSS Services	$ 7,450,000		$ 2,070,000	$ 5,380,000
Early Works Packages	$ 93,200,000		$ -	$ 93,200,000
Other Professional Services	$ 4,450,000		$ 1,480,000	$ 2,970,000
Third Party	$ 5,080,000		$ 1,680,000	$ 3,400,000
Right Of Way	$ 1,370,000		$ 500,000	$ 870,000
Agency Costs	$ 8,060,000		$ 3,430,000	$ 4,630,000
Contingency				
Contingency (10%)	$ 15,480,000		$ 2,980,000	$ 12,500,000
Total Preconstruction Services Budget	**$ 198,460,000**	**$ 28,170,000**	**$ 32,810,000**	**$ 137,480,000**

Source of Funds	Total			
Local - Measure M	$ 25,000,000	$ 25,000,000	$ -	$ -
Local - Proposition C	$ 36,660,000	$ -	$ 30,980,000	$ 5,680,000
State - SB1 Local Partnership Program (LPP)	$ 81,060,000	$ -	$ -	$ 81,060,000
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000	$ 3,170,000	$ 1,830,000	$ -
Federal - Small Starts	$ -	$ -	$ -	$ -
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 48,740,000	$ -	$ -	$ 48,740,000
Federal - FTA Community Project Funding	$ 2,000,000	$ -	$ -	$ 2,000,000
Total Project Funding	**$ 198,460,000**	**$ 28,170,000**	**$ 32,810,000**	**$ 137,480,000**

PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

1.	**Contract Number**: PS135255000	
2.	**Recommended Vendor**: Griffith Company	
3.	**Type of Procurement (check one):** ☐ IFB ☒ RFP ☐ RFP–A&E ☐ Non-Competitive ☐ Modification ☐ 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.

DEOD SUMMARY

VERMONT TRANSIT CORRIDOR BRT PROJECT / PS135255000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 0% Disadvantaged Business Enterprise (DBE) goal for Phase 1 (Pre-construction). 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. While the DBE commitment is not a factor in the staff recommendation, Griffith Company listed twelve (12) Metro-certified small businesses to participate in this contract.

For the Phase 2 Work, provided that Metro and the contractor agree to proceed with any Phase 2 Work, and subject to Applicable Law, Metro may establish DBE contract goal(s) in accordance with the Contract.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Small Business Engagement Outreach Plan (EOP)

Griffith Company submitted an Engagement Outreach Plan (EOP), as a part of its proposal, describing its plan for engagement and outreach to the small and disadvantaged business communities on contracting opportunities for all phases of the Work.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Early Works Packages), Griffith Company will be required to submit a COMP and comply with the requirements to mentor certified small business firms for protégé development, in accordance with the Contract.

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

G. Project Labor Agreement/Construction Careers Policy

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

H. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

A High-Capacity, Reliable Transit Solution for the Vermont Corridor

Vermont Transit Corridor Bus Rapid Transit (2026-0025)

Metro

Vermont BRT Project

RECOMMENDATION:

Authorize the CEO or designee to:

A. AWARD Contract No. PS135255000 to Griffith Company, for the Vermont Transit Corridor Bus Rapid Transit Project Construction Manager/General Contractor Phase 1 in the amount of $4,792,452 for Preconstruction Services, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $198,460,000; and

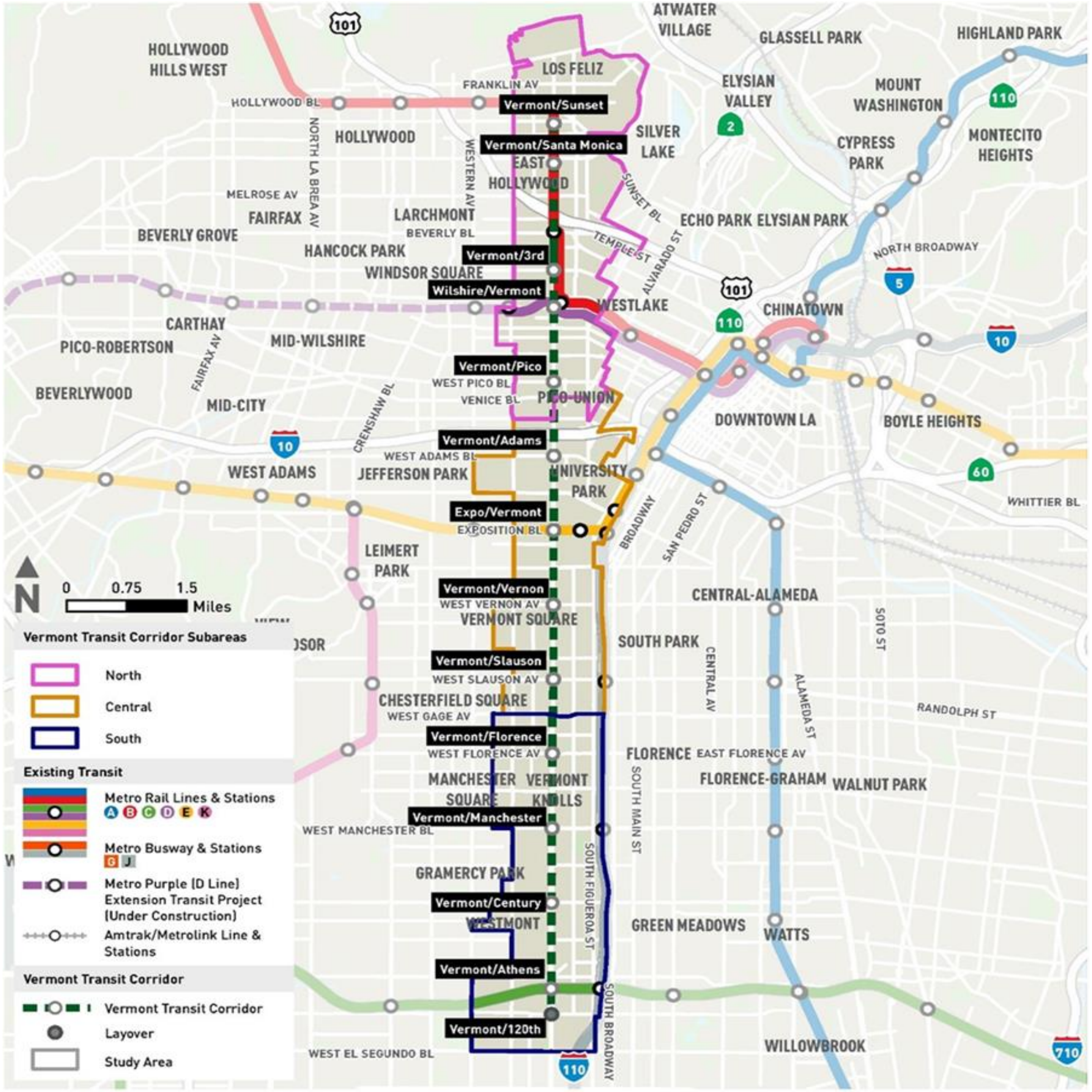
C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Vermont BRT Overview

Extends approximately 12.4 miles from Sunset Blvd. to 120th St.

Busiest bus corridor in LA County with 38,000 daily boardings.

Connects to 4 Metro rail lines and several other bus lines for improved regional mobility.



Serves many key activity centers including several health, educational and cultural institutions.

Heavily congested with varying ROW widths (55 ft to 160 ft curb-to-curb). The most congested segments have the highest ridership.

Densely populated, diverse and highly transit dependent corridor.

Procurement Evaluation

Proposer Name	Maximum Points	Griffith Company	Myers-Shimmick	Kiewit Infrastructure West Co.
Capability and Experience	290	254.95	244.18	218.75
Project Understanding	80	66.40	62.00	63.00
Project Approach*	390	330.73	313.43	294.10
Community Benefits and Workforce Development	40	33.60	32.00	31.50
Price	200	200	165.87	145.85
Total	1000	885.68	817.48	753.20
Phase 1 Preconstruction Lump Sum Fee		$4,792,452	$6,779,817	$8,500,000
Delay Compensation for Phase 1 (Daily)		$7,550	$7,550	$16,665
Phase 2 Management Lump Sum Fee (Monthly)		$160,227	$160,593	$227,414
Phase 2 Margin Percentage		8%	9%	8.5%

Equity Platform

- The "Disadvantaged Business Enterprise" (DBE) contract goal for this project is zero percent (0%) of the Total Contract Price.
- The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes important changes to the DBE program including suspension of goals and enforcement, effective October 3, 2025.
- Although the DBE commitment is not a factor in the evaluation, it is notable that there are twelve (12) certified small businesses participating in this contract.
- Proposal Evaluation Criteria allocated points to the proposing firm's demonstration to a well-defined approach to Community Benefits and Workforce Development

Phase 1 Preconstruction Budget

Attachment A - Expenditure and Funding Plan
Vermont Transit Corridor BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY25	FY26	FY27
Planning, Enviromental and Preliminary Engineering Services	$ 39,970,000	$ 28,170,000	$ 11,800,000	$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	$ 4,800,000		$ 1,250,000	$ 3,550,000
Final Design Services	$ 18,600,000		$ 7,620,000	$ 10,980,000
CMSS Services	$ 7,450,000		$ 2,070,000	$ 5,380,000
Early Works Packages	$ 93,200,000		$ -	$ 93,200,000
Other Professional Services	$ 4,450,000		$ 1,480,000	$ 2,970,000
Third Party	$ 5,080,000		$ 1,680,000	$ 3,400,000
Right Of Way	$ 1,370,000		$ 500,000	$ 870,000
Agency Costs	$ 8,060,000		$ 3,430,000	$ 4,630,000
Contingency				
Contingency (10%)	$ 15,480,000		$ 2,980,000	$ 12,500,000
Total Preconstruction Services Budget	$ 198,460,000	$ 28,170,000	$ 32,810,000	$ 137,480,000

Source of Funds	Total			
Local - Measure M	$ 25,000,000	$ 25,000,000	$ -	$ -
Local - Proposition C	$ 36,660,000	$ -	$ 30,980,000	$ 5,680,000
State - SB1 Local Partnership Program (LPP)	$ 81,060,000	$ -	$ -	$ 81,060,000
State - Transit & Intercity Rail Capital Program (TIRCP)	$ 5,000,000	$ 3,170,000	$ 1,830,000	$ -
Federal - Small Starts	$ -	$ -	$ -	$ -
Federal - Congestion Mitigation & Air Quality Program (CMAQ)	$ 48,740,000	$ -	$ -	$ 48,740,000
Federal - FTA Community Project Funding	$ 2,000,000	$ -	$ -	$ 2,000,000
Total Project Funding	$ 198,460,000	$ 28,170,000	$ 32,810,000	$ 137,480,000

Next Steps

- Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services
- CM/GC to conduct constructability reviews to support ongoing design development activities
- CM/GC to develop construction cost estimate and construction schedule based on each design phase submittal
- Execute Early Works Package for advanced utility relocates