Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0388, **File Type:** Contract **Agenda Number:** 19.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: GAMES MULTIMODAL INFRASTRUCTURE PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s);

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

ISSUE

The Games Multimodal Infrastructure Project (GMIP) consists of distinct, geographically dispersed projects that are progressing through design on different timelines, while sharing a fixed delivery window associated with the 2028 Games. The CM/GC contract is needed to provide early construction expertise, coordinate phasing and packaging across the program, validate costs and schedules, identify long-lead items and early work opportunities, and advance individual work packages as they become construction-ready.

BACKGROUND

The 2028 Olympic and Paralympic Games will require a coordinated regional mobility program capable of moving spectators, athletes, workforce, volunteers, media, and everyday riders safely and efficiently across Los Angeles County. Metro, in coordination with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, the City of Los Angeles Mayor's Office, the Southern California Association of Governments, venue cities, Councils of Governments, and other regional partners, has been advancing the 2028 Games Mobility Concept Plan (MCP) to support a transit-first Games and deliver permanent mobility improvements that remain as a regional legacy after 2028.

The GMIP is a Los Angeles County-wide, multi-component capital program intended to enhance transit connectivity, improve bus travel times and reliability, strengthen first/last mile access, support safe and efficient Games-time mobility operations, and leave lasting multimodal infrastructure benefits. The Project includes federally funded Reconnecting Communities and Neighborhoods (RCN) grant scope elements, MCP Phase 2 priority improvements, additional mobility hub locations, key station improvements, opportunity charging infrastructure to support zero-emission bus operations, and the Games Expanded Transit System (GETS) temporary depots that are needed to connect and provide a seamless service from Metro GMIP legacy infrastructure to the 2028 Games venues. Funding has been programmed for the RCN scope elements through prior Board approval. Grant funding for all other projects that may be delivered through this contract has not been fully obligated and programmed, which is why this not to exceed amount is only for the existing programmed funding is being requested.

DISCUSSION

Staff selected the CM/GC delivery method for the GMIP because the Project includes multiple scopes, multiple jurisdictions, active station and public right-of-way environments, utility and third-party interfaces, grant requirements, long-lead materials, and a fixed delivery window associated with the 2028 Games. Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

The CM/GC contract will be delivered in two phases. Phase 1 is the Preconstruction Phase, during which the contractor will work with Metro, the final design consultant, construction management support team, and other interfacing contractors to review constructability, evaluate worksite conditions, identify risks, develop cost estimates, refine the project schedule, support phasing and packaging decisions, and prepare Work Package Proposals. Phase 2 is the Construction Phase, which will be authorized subject to existing and future Board authorization for Work Package Modifications and Notices to Proceed after design readiness, environmental clearance, third-party approvals, and funding availability.

During Phase 1, the CM/GC contractor will work side by side with Metro and the design team to review constructability, undertake value engineering, assess market conditions, evaluate long-lead items, identify opportunities for early work packages, and provide contractor cost and schedule input at successive design milestones. The contractor will also support development of a Phase 2 Work Phasing Plan to identify how construction work should be packaged and sequenced across the Project's multiple geographic locations and program elements.

The CM/GC contractor will provide Opinions of Probable Cost (OPCs) and Work Package pricing to allow Metro to evaluate projected Project costs against available funding and make necessary adjustments to scope, schedule, packaging, or delivery strategy. The process for developing Work Package pricing will use transparent, open-book methods, independent cost estimates, and contract-defined pricing requirements to validate costs and support Metro's negotiation of future construction work.

If Metro and the CM/GC contractor agree on pricing for one or more Work Packages that are for RCN Projects Work Packages, staff will advance the applicable Work Package Modification and construction authorization consistent with the approved budget and Board authorization requirements.

If Metro and the CM/GC contractor cannot reach agreement, Metro may exercise an “off-ramp” and competitively procure the applicable construction work using the completed design documents, while retaining the benefit of Phase 1 constructability, cost, schedule, and risk management work already performed.

The GMIP scope includes the following major elements:

- **Mobility Hubs**: Improvements at eight mobility hubs, including shade structures, micromobility and bicycle storage, sidewalk and crossing improvements, signal enhancements, ADA curb ramps, pick-up/drop-off areas, transit rider waiting areas, seating, hydration stations, lighting, landscaping, wayfinding, signage, customer information, and GETS temporary depot infrastructure.
- **First/Last Mile Improvements**: Improvements along Hoxie Avenue and Avalon Boulevard, including Class I, III, and IV bikeways, crossing improvements, bicycle conflict striping, signal upgrades, ADA curb ramps, sidewalk improvements, trees, lighting, wayfinding, and signage.
- **Bus Corridor Enhancements**: Improvements along Imperial Highway/Studebaker Road, Florence Boulevard, Broadway, and Olympic Boulevard, including transit signal priority, upgraded bus shelters, bus stop amenities, sidewalk repairs, ADA curb ramps, bus pads, bus bulbs, pedestrian lighting, wayfinding, and trees.
- **Key Station Improvements**: Improvements at Union Station, 7th Street/Metro Center, and station-area improvements near Pico Station and Washington/Flower, including pedestrian safety, bicycle access, vertical circulation, station entrances, wayfinding, lighting, customer information, fare gate, restroom, security, and communications improvements. This action excludes the separate LRT interlocks scope.
- **Opportunity Chargers**: Installation of civil and electrical infrastructure to support opportunity charging at North Hollywood Transit Center, Universal/Studio City Station, Division 8, and Division 15, including charger foundations, pantograph mast foundations, utility duct banks, shade structures, and related supporting works.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funds required in FY27 are included in the adopted budget under Cost Center 8510, Project Nos. 212028, 412028, 232028, 242028, 402028;,; and Cost Center 3048 Project 202815 (Opportunity chargers at D8, D15, HNTC, USCS). Annual budgeting for future fiscal years will be the responsibility

of the Project Manager, Cost Center Manager, and Chief Program Management Officer.
Impact to Budget

Adoption of this action would authorize award of Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) for Phase 1 Preconstruction Services in the amount of $1,045,165.00. The Project is anticipated to use a combination of federal, state, and local funds, including RCN grant funds and other eligible MCP-related funding sources. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The projects that this contract will support Metro by improving access, safety, reliability, and customer experience for riders and communities across Los Angeles County, including communities that rely heavily on transit and have historically experienced gaps in safe first/last mile access, shade, pedestrian infrastructure, bicycle infrastructure, and reliable bus service.

The Project will deliver improvements that support everyday riders beyond the 2028 Games, including shade, hydration, lighting, Americans with Disabilities Act (ADA) compliant access, safer crossings, tactile pathways, customer information, bus stop upgrades, station access improvements, bicycle and micromobility facilities, and improved connections to the regional transit network. These improvements are intended to reduce barriers to transit use and improve mobility options for low-income riders, transit-dependent riders, people with disabilities, older adults, youth, essential workers, and communities with limited access to reliable transportation options.

The U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses listed to participate in Phase 1 of this contract.

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, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment, planning, operational, customer experience, and infrastructure activities that will improve and further encourage transit ridership, ridesharing, bicycling, walking, and other active transportation modes. The Project includes bus corridor enhancements, first/last mile improvements, mobility hubs, station access

improvements, and opportunity charging infrastructure that support more reliable, accessible, and sustainable alternatives to driving alone. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*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

This recommendation supports:

- **Strategic Plan Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling. The GMIP will improve transit connectivity, bus travel times and reliability, first/last mile access, station access, and multimodal integration.
- **Strategic Plan Goal 2:** Deliver outstanding trip experiences for all users of the transportation system. The Project includes shade, lighting, wayfinding, customer information, station access, accessibility, bus stop, and public realm improvements that improve the customer experience during and after the 2028 Games.
- **Strategic Plan Goal 3:** Enhance communities and lives through mobility and access to opportunity. The Project improves connections to transit, jobs, services, venues, and regional destinations, with improvements that will remain as a long-term community benefit.
- **Strategic Plan Goal 4:** Transform LA County through regional collaboration and national leadership. The Project advances regional coordination for the 2028 Games while delivering permanent infrastructure improvements across multiple jurisdictions.

ALTERNATIVES CONSIDERED

The Board may direct staff to deliver the Project using a traditional design-bid-build approach. This is not recommended because the GMIP consists of distinct, geographically dispersed projects that are progressing through design on different timelines. Under a design-bid-build approach, Metro would likely need to divide the program into multiple construction bid packages and conduct separate procurements as each project or group of projects reaches design completion. This would require repeated advertisement, bid evaluation, award, and mobilization processes; create additional interfaces among separate contractors; and increase the coordination required to manage overlapping schedules, jurisdictions, third-party approvals, operational constraints, and Games-related deadlines.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) and issue a Notice to Proceed for Phase 1 Preconstruction Services. Staff will return to the Board as required for approval of unprogrammed Phase 2 activities.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Karthik Radhakrishnan, Deputy Executive Officer, (213) 922-3090
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Stephanie Wiggins
Chief Executive Officer

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:

• 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.

DEOD SUMMARY

GAMES MULTIMODAL INFRASTRUCTURE PROJECT – CM/GC
PS140991000

A. Small Business Participation

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective October 3, 2025. For Phase 1 Work, the Disadvantaged Business Enterprise (DBE) goal is 0% of the Phase 1 contract price. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses listed to participate in Phase 1 of this 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)

Proposers were required to submit, with its proposal, an Engagement and Outreach Plan (EOP). ACJV submitted an EOP, as a part of its Project Approach, describing its plan for engagement and outreach to the small business community 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 Works Packages valued at $25 Million or more), ACJV will be required to mentor at least four (4) certified small business firms for protégé development, in accordance with the terms of the Contract.

E. Living Wage 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 (PLA/CCP)

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) does not apply to the Phase 1 pre-construction and design portion of the contract. However, it will apply to any Work Package(s) issued during Phase 1 and Phase 2 construction work that exceeds $2.5 million. The Contractor shall comply with Metro's Local Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Extremely / Economically Disadvantaged 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.

2026-0388 Games Multimodal Infrastructure Project (GMIP) – Construction Manager / General Contractor

CONSTRUCTION COMMITTEE

JULY 15th, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s).

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

BACKGROUND

The GMIP consists of distinct, geographically dispersed projects that are progressing through design on different timelines, while sharing a fixed delivery window associated with the 2028 Games.

Projects that make up GMIP are:

- Mobility Hubs
- Key Station Improvements
- First Last Mile Improvements
- Bus Corridor Enhancements
- ZEB Opportunity Chargers

DISCUSSION

Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

If Metro and the CM/GC contractor agree on pricing for one or more Work Packages that are for RCN Projects, staff will advance the applicable Work Package Modification and construction authorization consistent with the approved budget and Board authorization requirements.

For Projects that are not fully funded, the Project Team will work collaboratively with the CM/GC contractor to reach an agreement on pricing that is within the proposed budget and return to the Board for approval to execute those Work Packages when funding has been secured and programmed by the Board.

PROCUREMENT EVALUATION

Evaluation Criteria	Maximum Points	Atkinson/ Clark	Griffith Company	Myers-Shimmick
Capabilities and Experience	250.00	181.67	214.00	211.33
Project Understanding	60.00	40.00	50.00	48.00
Project Approach	250.00	177.33	214.67	207.33
Community Benefits and Workforce Development	40.00	28.00	28.00	32.00
Price	400.00	387.50	284.19	217.27
Total		**814.50**	**790.86**	**715.93**
Phase 1 Preconstruction Lump Sum Fee		$1,045,164.65	$2,371,151.47	$1,922,793.39
Delay Compensation for Phase 1		$5,000/day	$5,000/day	$5,000/day
Phase 2 Margin Percentage		9%	11.9%	8%
Unit Price Sum		$32,538,586.31	$34, 759,666.36	$51,825,105.79

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) and issue a Notice to Proceed for Phase 1 Preconstruction Services. Staff will return to the Board as required for approval of unprogrammed Phase 2 activities.

THANK YOU