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

File #: 2025-0119, **File Type:** Contract **Agenda Number:** 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2025

SUBJECT: I-710 INTEGRATED CORRIDOR MANAGEMENT GENERAL CONTRACTOR SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month, firm-fixed-price contract, Contract OP125440000 to Crosstown Electrical & Data, Inc. for General Contractor (GC) Services for the Interstate 710 (I-710) Integrated Corridor Management (ICM) Project in the amount of $22,561,793.53, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

GC Services are required to construct infrastructure improvements, install equipment and software, integrate system elements, and test and verify functionality to deliver the I-710 ICM Project. The project was identified as one of the Long Beach-East Los Angeles (LB-ELA) Task Force's early initiative projects included in the LB-ELA Corridor Mobility Investment Plan.

BACKGROUND

The I-710 freeway is a major goods movement corridor and a key part of the regional transportation network system. To improve mobility and safety during incidents/events, the I-710 ICM Project will rely on a multi-modal, multi-agency collaboration to integrate the various transportation networks currently operating independently.

The I-710 ICM Project elements were included in the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan and the California Sustainable Freight Action Plan. In 2018, Metro staff completed the Los Angeles Regional Integrated Corridor Management Assessment (LARICMA) to assess potential corridors that would benefit from Intelligent Transportation Systems (ITS) and Integrated Corridor Management (ICM) strategies. These strategies help manage congestion, improve air quality, enhance technological capabilities, and build multi-jurisdictional partnerships connecting transportation management systems. The final LARICMA report identified the I-710 between State Route 60 (SR-60) and State Route 91 (SR-91) as a suitable corridor for ICM strategies.

In 2022, the Board directed staff to pursue grant funding through the Trade Corridor Enhancement

Program (TCEP) for the construction phase of the I-710 ICM Project, which was successfully secured in Cycle 3 of TCEP. The California Transportation Commission (CTC) allocated TCEP funds to Metro in March 2025.

In December 2023, the project was environmentally cleared pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) through the Categorical Exemptions/Categorical Exclusions (CE/CE) process.

In April 2024, the Metro Board of Directors voted unanimously to adopt the Long Beach-East LA Corridor Mobility Investment Plan, which invests $1.8 billion into local communities. The I-710 ICM Project was originally identified as a project that is “Corridor Investments Supported by Other Funding Sources” and it is part of Metro’s Pre-Investment Plan Opportunity (PIPO), which the Board directed staff to pursue the TCEP funds.

In December 2024, Final 100% Plans, Specifications, and Estimates (PS&E) were completed in collaboration with the California Department of Transportation (Caltrans), Los Angeles County Public Works (LACPW), and the Cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon.

In February 2025, the Board approved the Construction Management Support Services (CMSS) contract for the Project. The CMSS contract enabled Metro to engage a Construction Manager (CM) consultant to collaborate with Metro, the GC, and local agencies. The CM will oversee the work done for this GC contract.

DISCUSSION

ICM strategies include technology-based, integrated transportation management systems to coordinate traffic signal operations, enhance system detection, and upgrade wayfinding to more effectively manage non-recurring congestion. The I-710 Project is essential to minimize the impacts of non-recurring congestion on the I-710 corridor and adjacent routes by using an integrated management approach to coordinate operations.

Staff recommends this GC award for the construction and implementation phase of the I-710 ICM Project. The GC will coordinate with Metro, the Construction Manager from the CMSS contract, and the local agencies to construct and install project elements. In addition to construction activities, the GC will be responsible for purchasing equipment, obtaining necessary permits from the local agencies, coordinating with local agencies during construction, testing/verification of equipment and software, systems integration, as well as ensuring construction safety at project location sites. The GC will also coordinate with various stakeholders, such as: Metro, Caltrans, Los Angeles County Public Works, the Regional Integration of Intelligent Transportation Systems (RIITS), transit providers, the Ports of Los Angeles and Long Beach, Southern California 511; the Cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon; as well as third-party traveler information providers (i.e. Google/Waze).

Metro received one proposal from Crosstown Electrical & Data, Inc. (CEDI). Since only one proposal was received, Metro staff conducted a market survey of the firms on the plan holders list to determine

why no other proposals were received. One firm responded that they did not meet the contractor license requirements, three firms responded that they were subcontractors and/or material suppliers only, another firm responded that they were considering other future contract opportunities for construction services with Metro, another firm stated that they were precluded from bidding due to having worked on an earlier stage of the project, and two firms stated that the Request for Proposals (RFP) scope did not align with their services.

The results of the market survey indicated that the decisions of the firms not to propose were based on individual business considerations, and as such, the solicitation could proceed to be awarded as a competitive award.

DETERMINATION OF SAFETY IMPACT

The I-710 ICM Project includes elements that will improve safety in the corridor. By enabling proactive traffic management strategies, secondary crashes are anticipated to decline. Also, the project includes various safety features at key locations, such as reflective traffic signals, restriped crosswalks, and pedestrian signal improvements that will provide added visibility for drivers and enhance pedestrian facilities at select intersections.

FINANCIAL IMPACT

The project has secured $27,840,000 from the State's Trade Corridor Enhancement Program (TCEP) for construction, with $7,160,000 in Prop C 25% funds as the local match, for a project construction total of $35 million. For FY25, $2,205,189 has been allocated for design and construction in the I-710 Integrated Corridor Management (I-710 ICM) Project 463616, under cost center 4740. Since this is a multi-year project, the project manager, cost center manager, and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting the costs for future fiscal years.

Impact to Budget
The project's funding, consisting of State TCEP grant funding, Prop C 25% funds, and Measure R subregional funds, is included in the FY25 budget. These sources are not eligible for bus and rail operations.

EQUITY PLATFORM

Ninety percent of the I-710 ICM Study Area is comprised of Equity Focus Communities (EFCs), and targeted mobility, safety, and air quality benefits were identified through the outreach process and incorporated into the project design. The I-710 ICM Project will serve all roadway users when incidents occur, and benefit persons concentrated in EFC zones by improving roadway safety and minimizing congestion impacts on local arterials within the project area. In addition, air quality impacts that disproportionately impact disadvantaged communities will be monitored using strategically placed air quality sensors, with benefits anticipated due to a reduction in non-recurring traffic congestion within the corridor.

Stakeholder engagement followed the outreach phases and processes from the I-710 South Corridor

Project and Long Beach-East Los Angeles Corridor Mobility Investment Plan. Engagement included meetings and presentations to provide information and receive feedback from the Gateway Cities Council of Governments Transportation Committee, community-based organizations (CBOs) such as the Coalition for Environmental Health and Justice (CEHAJ), and the LB-ELA Task Force and Community Leadership Council. Since initiating the design phase in 2020, the project team has held over 70 stakeholder meetings, resulting in the incorporation of several traffic engineering treatments to improve corridor safety for all users, as well as traffic signal synchronization. Staff will continue coordinating closely with Caltrans, Los Angeles County Public Works, the corridor cities, and the general public through the construction phase.

The I-710 ICM Project addresses two Equity Platform pillars: Focus and Deliver and Train and Grow. The project aims to deliver a more reliable, high-quality transportation solution to the communities of East Los Angeles and Southeast Los Angeles, which will help alleviate congestion, improve transportation management, and meet the mobility needs of the area's residents and businesses. As the first Metro-led ICM project in Los Angeles County, this project also serves as a training opportunity to incorporate the equity platform into the traditional systems engineering process utilized for the development and deployment of intelligent transportation system projects, training, and assessment of existing conditions, and will serve as a blueprint for subsequent expansion initiatives.

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium Size Business Enterprise (MSZ-II) solicitation. Crosstown Electrical & Data, Inc. exceeded the goal by making a 30.21% SBE and 3.06% DVBE commitment. Crosstown also subcontracted 33.27% of the contract value with local small businesses.

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.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes an operational project that encourages driving alone or increased vehicle travel by implementing transportation system management (TSM) technologies that focus on addressing non-recurring congestion events. However, these TSM strategies reduce secondary accidents, improve active transportation safety, distribute traveler information, and enhance bus speed & reliability. Any increase in VMT due to this project is expected to be minimal to the point where it is not easily quantifiable, and the safety improvements involved, as well as the transit benefits, will contribute to offsetting the possible

increase.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*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

The project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the project supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity and Goal #4 Transform LA County through regional collaboration and national leadership. The I-710 ICM Project aims to manage congestion and alleviate traffic during non-recurring incidents on the I-710 freeway by establishing multi-agency collaboration through an integrated approach by maximizing and integrating system operations on the I-710 freeway and adjacent routes.

ALTERNATIVES CONSIDERED

The Board may elect not to award this contract for the project. Staff does not recommend this alternative because it is not consistent with the Board's direction to pursue Trade Corridor Enhancement Program (TCEP) funding and advance construction of the I-710 ICM Project, and also jeopardizes $27,840,000 in State TCEP funds awarded to the project.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP125440000 with Crosstown Electrical & Data, Inc., and work with the I-710 ICM Construction Manager, Caltrans, LACPW, and the 11 corridor cities to initiate the construction phase. Construction is scheduled to begin in Summer 2025 and be completed in late 2027.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Eva Moir, Senior Manager, Shared Mobility, (213) 922-2961
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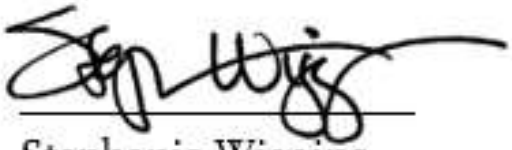
Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT GENERAL CONTRACTOR SERVICES/OP125440000

1.	**Contract Number**: OP125440000	
2.	**Recommended Vendor**: Crosstown Electrical & Data, Inc	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 26, 2024	
	B. Advertised/Publicized: November 27, 2024	
	C. Pre-Proposal Conference: December 11, 2024	
	D. Proposals Due: January 29, 2025	
	E. Pre-Qualification Completed: February 5, 2025	
	F. Ethics Declarations Form Submitted to Ethics: January 29, 2025	
	G. Protest Period End Date: June 24, 2025	
5.	**Solicitations Picked-up/Downloaded**: 48	**Bids/Proposals Received**: 1
6.	**Contract Administrator:** Ricardo E. Narvaez	**Telephone Number:** (213) 418-3158
7.	**Project Manager**: Eva Moir	**Telephone Number**: (213) 922-2961

A. Procurement Background

This Board Action is to approve the award of Contract No. OP125440000 to Crosstown Electrical & Data, Inc., to provide general contractor construction services for the Interstate 710 (I-710) Integrated Corridor Management (ICM) project, including constructing, installing, testing, and commissioning all of the ICM elements, network, and detection devices including, but not limited to, traffic controllers, video detection systems, communication, closed circuit television (CCTV) cameras, associated cabinet systems, and arterial signage. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On November 26, 2024, Request For Proposals (RFP) No. OP125440 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm fixed unit rate.

This RFP was issued under the Medium-Size Business Enterprise Program II (MSZ-II) Program. Under the MSZ-II Program, firms of any size are allowed to propose, however, Metro will only entertain proposals from non-MSZ firms if no more than one MSZ proposal is received. If more than one responsive and responsible MSZ proposal is received, Metro may make an award to an MSZ proposer. Proposers were also required to meet or exceed the Small Business Enterprise (SBE) goal of 30% and the Disabled Veteran Business Enterprise (DVBE) goal of 3%. In addition, the solicitation was subject to the Local Small Business Enterprise (LSBE)

Preference Program, which provides eligible proposers a 5-point preference for the utilization of local small business firms.

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

- Amendment No. 1, issued December 20, 2024, extended the question and answer period and extended the proposal due date.

- Amendment No. 2, issued January 17, 2025, extended the proposal due date and amended one of the minimum qualification requirements.

A virtual pre-proposal conference was held on December 11, 2024, and was attended by three participants representing three firms. There were a total of 27 questions received, and responses were provided prior to the proposal due date.

A total of 48 firms downloaded the RFP and were included on the planholders list.

On January 29, 2025, the proposal due date, Metro received one proposal from Crosstown Electrical & Data, Inc. (CEDI). Since only one proposal was received, Metro staff conducted a market survey of the firms on the planholders list to determine why no other proposals were received. One firm responded that they did not meet the contractor license requirements, three firms responded that they were subcontractors and/or material suppliers only, another firm responded that they were considering other future contract opportunities for construction services with Metro, another firm stated that they were precluded from bidding due to having worked on an earlier stage of the project, and two firms stated that the RFP scope did not align with their services.

The results of the market survey indicated that the decisions of the firms not to propose were based on individual business considerations and as such, the solicitation could proceed to be awarded as a competitive award.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Operations and Program Management was convened and conducted a comprehensive technical evaluation of the proposal received.

On February 11, 2025, the PET met to discuss the evaluation process, confidentiality requirements, review information regarding conflicts of interest and receive the evaluation documents.

The RFP required that all proposals be evaluated first on the minimum qualifications on a pass/fail basis. Any proposer that received a single rating of “fail” for any of the minimum qualifications would be eliminated from further consideration.

The minimum qualifications were as follows:

1. Proposer should have a minimum of Five (5) years of project experience, providing services similar in size and complexity to that required in Exhibit A - Scope of Services of the RFP

2. Proposer should have a minimum of Three (3) completed or current contracts with Caltrans, County, City or public agency/entity clients, providing services similar in size and complexity to that required in Exhibit A - Scope of Services of the RFP

3. Proposer should have both current valid CA CSLB License A - General Engineering Contractor and Specialty License C-10 - Electrical Contractor

The proposer met the minimum qualification requirements and was further evaluated according to the following evaluation criteria:

- Capabilities, Experience and Qualifications 30 percent
- Project Understanding 20 percent
- Project Approach 30 percent
- Cost Proposal 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the capabilities, experience and qualifications, and project approach.

During the week of February 17, 2025, the PET team conducted a virtual interview with the firm. The firm's project managers and key team members had an opportunity to present the team's qualifications and respond to the PET's questions. In general, the team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. The team was asked questions relative to the firm's proposed alternatives and previous experience.

At the conclusion of the evaluation, the PET members determined that CEDI met the requirements of the RFP and was technically qualified to perform the work.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Crosstown Electrical & Data, Inc. (CEDI)**				
3	Capabilities, Experience and Qualifications	90.57	30.00%	27.17	
4	Project Understanding	93.35	20.00%	18.67	
5	Project Approach	88.33	30.00%	26.50	
6	Cost Proposal	100.00	20.00%	20.00	
7	LSBE Preference Program (Bonus Points)	100.00	5.00%	5.00	
8	**Total**		**100.00%**	**97.34**	**1**

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), price analysis, fact-finding, and technical evaluation. The negotiated amount is higher than the proposal amount because Metro requested the addition of payment and performance bonds.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1	Crosstown Electrical & Data, Inc. (CEDI)	$ 21,800,000.00	$ 22,598,865.00	$ 22,561,793.53

D. Background on Recommended Contractor

Crosstown Electrical & Data, Inc. was founded more than 25 years ago and is located in Irwindale, CA. The firm specializes in providing implementation, installation, integration and maintenance of electrical and ITS Infrastructure, fiber optic, video, wireless, and data communications systems and have established themselves as premier integrators and installers of Traffic, Transportation, Rail, and Public Works-related electrical infrastructure and systems in Southern California.

Crosstown Electrical & Data, Inc. clients include Coachella Valley Association of Governments, the Cities of Santa Clarita, Inglewood, La Habra and Los Angeles, and the CA Department of Transportation (Caltrans).

Crosstown Electrical & Data, Inc has provided services to Metro and performance has been satisfactory.

DEOD SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT GENERAL CONTRACTOR SERVICES / OP125440000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium Size Business Enterprise (MSZ-II) solicitation. Crosstown Electrical & Data, Inc. exceeded the goal by making a 30.21% SBE and 3.06% DVBE commitment.

Small Business Goal	**30% SBE 3% DVBE**	**Small Business Commitment**	**30.21% SBE 3.06% DVBE**

	SBE Subcontractors	**% Committed**	**LSBE**	**Non-LSBE**
1.	CB Procurement dba CB Logistics (SBE Supplier)	19.42%	X	
2.	Advantec Consultant Engineers, Inc.	10.79%	X	
	Total SBE Commitment	**30.21%**		

	DVBE Subcontractors	**% Committed**	**LSBE**	**Non-LSBE**
1.	CB Procurement dba CB Logistics	3.06%	X	
	Total DVBE Commitment	**3.06%**		

B. Medium Size Business Enterprise Program II (MSZ-II)

No MSZ-II proposals were received. The recommended awardee is a non-MSZ-II firm.

C. Local Small Business Preference Program (LSBE)

Crosstown Electrical & Data, Inc., a non-LSBE prime, subcontracted 33.27% of the contract value with LSBE firms and is eligible for the preference.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

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. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

SHARED MOBILITY

I-710 Integrated Corridor Management General Contractor Services - #2025-0119

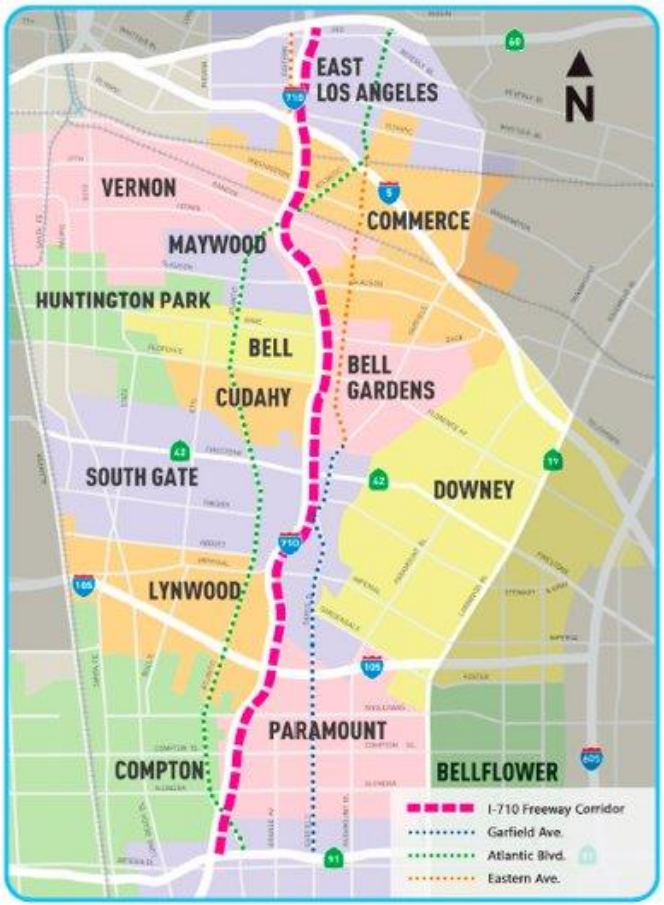
Operations, Safety, & Customer Experience Committee Meeting
June 18, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month firm-fixed-price contract, Contract OP125440000 to Crosstown Electrical & Data, Inc. for General Contractor (GC) services for the Interstate 710 (I-710) Integrated Corridor Management (ICM) Project in the amount of $22,561,794 , subject to the resolution of properly submitted protest(s), if any.

Metro

BACKGROUND



I-710 ICM Project

- Was identified as one of the I-710 Task Force's early initiative projects included in the Long Beach-East Los Angeles Corridor Mobility Investment Plan.
- Will rely on multi-modal and multi-agency collaboration to enhance mobility for all modes and manage non-recurring congestion effectively.
- Will optimize traffic signals, enhance real-time traveler information, and implement ITS technologies to improve operations and safety.
- Has secured $27,840,000 from the State's Trade Corridor Enhancement Program (TCEP), with a match amount of $7,160,000 in Prop C 25% for a project construction total of $35 million.

Metro

DISCUSSION

The GC will coordinate with Metro, the Construction Manager from the Construction Management Support Services (CMSS) contract, and the local agencies to construct and install project elements. The CMSS contract was approved by the Board in February 2025.

The GC will be responsible for:

- Purchasing equipment
- Obtaining necessary permits from local agencies
- Coordinating efforts with local agencies
- Testing and verification of equipment/software, systems integration
- And ensuring construction safety at the project location sites

<u>Agencies/Stakeholders:</u>

- Caltrans
- Los Angeles County Public Works (LACPW)
- Bell
- Bell Gardens
- Commerce
- Compton
- Cudahy
- Long Beach
- Lynwood
- Maywood
- Paramount
- South Gate
- Vernon
- Regional Integration of Intelligent Transportation Systems (RIITS)

Metro

ISSUE

AWARDEE

Crosstown Electrical and Data Inc. (CEDI)

NUMBER OF BIDS/PROPOSALS

Metro received one (1) proposal. Metro staff conducted a market survey of the firms on the plan holders list:

- One firm responded that they did not meet the contractor license requirements.
- Three firms responded that they were subcontractors and/or material suppliers only.
- Other firms responded that they were considering other future contract opportunities with Metro; some were precluded from bidding due to having worked on an earlier stage of the project; and some stated that the RFP scope did not align with their services.

DEOD COMMITMENT

SBE Goal: 30%
SBE Commitment: 33.21%

DVBE Goal: 3%
DVBE Commitment: 3.06%

ISSUE

General Contractor (GC) Services are required to construct infrastructure improvements, install equipment and software, integrate system elements, and test and verify functionality to deliver the I-710 ICM Project.

Metro