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

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PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2025

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $12,519,439 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include traffic signal, pedestrian, bicycle, transit, and roadway improvements;

B. APPROVING the deobligation of $4,140,439 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for Board-approved Projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on subregional project priorities that have been revised and budgets that need to be amended to implement the Measure R multimodal subregional projects.

The updated project list (Attachment A) reflects (1) new projects, (2) projects that have received prior Board approval, and (3) proposed changes related to schedules, scope, and funding allocations for existing projects. The Board's approval is required as the updated project list serves as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program as listed in Attachment A. Metro staff works closely with

the local jurisdictions and subregions on project eligibility reviews of the proposed projects for this update. When capacity at the local level is limited or when requested by local jurisdictions and subregions, staff also lead or assist in the development of the project's environmental and design phase within the subfund program.

Additionally, Metro staff manage grants for the Arroyo Verdugo, Las Virgenes/Malibu, Gateway Cities, North Los Angeles County, and South Bay Cities subregions that fund transportation improvements that have been developed and prioritized locally.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that are eligible for both Measure R and Measure M program criteria. In June 2021, the Board approved the Metro Highway Modernization Program <https://boardagendas.metro.net/board-report/2021-0291/> , expanding funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. To implement this policy, as well as Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the project sponsor's ultimate discretion. Projects are also further evaluated by Metro staff, to ensure the projects meet program compliance and eligibility guidelines.

To date, 350 projects have received Measure R Subregional Highway funding in the amount of $1.84 billion, of that amount, $804.1 million has been expended by the subregions. Currently, 87 projects have been completed for the amount of $195.3 million. This funding supports a wide variety of projects and transportation improvements throughout Los Angeles County that maintain consistency with Metro's charge to implement multimodal improvements that support the region's mobility needs and support safe, sustainable, environmentally friendly, and equitable transportation investments. In addition, each project represents a collaborative effort involving multi-departmental and multi-jurisdictional coordination during a project's early implementation phases when viable and warranted.

DISCUSSION

The Measure R Expenditure Plan provides subregional funding for the implementation of multimodal highway capital projects, including traffic signal, pedestrian, bicycle, transit, and roadway improvements. The Measure R Expenditure Plan does not specifically identify individual multimodal highway capital projects; rather, local jurisdictions within the subregions identify candidate projects for Metro staff review. Metro staff confirm project eligibility, reconfirm funding eligibility for projects that request scope changes, and establish a project nexus to the eligibility criteria. Throughout the project development period, Metro staff work with local jurisdictions to refine and integrate multimodal elements into each project that support safe, sustainable, environmentally friendly, and equitable transportation. Once this work is complete the projects are presented to the Board for consideration. The resulting proposed modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

Arroyo Verdugo Operational Improvements

A total of $140,764,807 has been programmed for a total of 61 projects in the Arroyo Verdugo subregion to date. Of this amount, $63,506,192 (45%) has been spent to date. Currently, there are 45

active projects in various stages of development, with 16 projects completed. This update includes funding adjustments for one existing project and two new projects described below.

Burbank

Reprogram $3,897,000 for an existing project: MR310.10 - Olive Avenue Bridge Replacement Project (previously known as the Widen Olive Avenue/I-5 Bridge for Center-Turn Lane). The budget remains the same at $3,897,000, which was originally programmed in the amount of $1,000,000 in FY24-25 and $2,897,000 in FY25-26, are being reprogrammed as follows: $500,000 in FY25-26, $2,000,000 in FY26-27, $1,200,000 in FY27-28, and $197,000 in FY28-29. The project is in the Project Initiation Development (PID) phase, with a feasibility study underway to support the future North Hollywood to Pasadena Bus Rapid Transit (NHTP BRT) project and connectivity to the Metrolink station. Funds are being reprogrammed to meet current timelines for PID, Project Approval/Environmental Development (PAED), and Plans, Specifications, and Estimates (PS&E) phases. This project includes improvements to the Olive Avenue Bridge to accommodate bike and sidewalk improvements to provide connectivity to the planned NHTP BRT station. As the feasibility study conducted with city resources is ongoing and the scope is still being defined, the VMT outcome has yet to be determined.

Glendale

Program $5,000,000 for a new project: MR310.68 - Safe Route to School - Phase 6 Project. Funds will be programmed as follows: $500,000 in FY25-26 and $4,500,000 in FY26-27. Funds are being programmed for PS&E and construction phases to enhance crosswalks and pedestrian crossings as well as upgrade pedestrian traffic signals. By improving pedestrian safety along key routes to schools, this project will likely decrease VMT.

Program $2,000,000 for a new project: MR310.69 - HSIP Cycle 12 Local Match Project. Funds will be programmed as follows: $1,000,000 in FY25-26, $400,000 in FY26-27, and $600,000 in FY27-28. The project is in the design phase, and funds are being programmed for PS&E and construction phases. This project includes Citywide Traffic signal upgrades, systemic improvements at unsignalized intersections, and pedestrian crossing safety enhancements such as pedestrian countdown signal heads, accessible pedestrian signal (APS), and leading pedestrian interval (LPI). By improving pedestrian safety, this project will likely decrease VMT.

South Bay Cities: I-405, I-110, I-105 & SR-91 Improvements

A total of $455,600,249 has been programmed for a total of 84 projects in the South Bay Cities subregion to date. Of this amount, $173,103,995 has been spent to date (38%). Currently, there are 54 active projects in various stages of development, with 30 projects completed. This update includes funding adjustments (programming additional or deobligating funds) for 10 existing projects described below. Projects that have deobligated funds will either be closed out and a final audit conducted, or the deobligated funds will be reallocated to another locally prioritized project.

Carson/Metro

Program an additional $823,000 for MR312.41 - Main Street and Figueroa Street Traffic Signal

Upgrades Project in FY25-26 for a revised budget of $5,043,000. The project is in the construction phase and the additional funds are needed to meet the increased construction costs. This project is being constructed by the City of Carson with Metro providing construction support services. This project includes roadway and traffic signal modifications at six intersections along Figueroa Street and Main Street, in addition to utilities relocation. These improvements include replacing signal poles, mast arms, signal heads, pull boxes, and safety lighting; updating crosswalk paint to current standards; and replacing sidewalks and installing curb ramps. By providing improvements that better serve all modes of travel, this project will likely decrease VMT.

El Segundo

Deobligate $3,750,000 for MR312.57 - Park Place Roadway Extension and Railroad Grade Separation Project for a revised budget of $1,600,000. This project was in the PS&E phase. Upon further review of the necessary environmental remediation work, utility relocations, right-of-way needs, and increased construction costs, the city determined that the project is no longer financially feasible and requested that funds for the project be deobligated.

Gardena

Deobligate $125,000 for MR312.79 - Traffic Signal Install at Vermont Avenue and Magnolia Avenue Project for a revised budget of $19,000. This project was in the PS&E phase, however, partner agencies, including the city of Los Angeles and Union Pacific Railroad, are unwilling to support its implementation. As a result, there is no viable path forward, and the city has requested that the funds for the project be deobligated.

Hawthorne

Reprogram $1,687,900 for MR312.66 - Imperial Avenue Signal Improvements and Intersection Capacity Project. The project budget remains the same at $1,995,000, which was originally programmed as follows: $200,000 in FY18-19, $107,000 in FY19-20, $300,000 in FY24-25, $300,000 in FY25-26, and $1,088,000 in FY26-27. Of the total project budget, $1,687,900 is being reprogrammed in FY28-29. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections, this project will likely increase VMT.

Reprogram $2,038,900 for MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The project budget remains the same at $3,200,000, which was originally programmed as follows: $285,000 in FY2018-19, $20,000 in FY24-25, $167,500 in FY25-26, $688,500 in FY26-27, and $2,038,900 in FY27-28. Of the total project budget, $2,038,900 is being reprogrammed in FY28-29. This project is currently in the construction phase, and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal

modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections this project will likely increase VMT.

Reprogram $1,806,400 for MR312.68 - El Segundo Boulevard Improvements Project Phase I. The project budget remains the same at $2,000,000, which was originally programmed as follows: $194,000 in FY18-19, $80,000 in FY24-25, $200,000 in FY25-26, $200,000 in FY26-27, and $1,326,400 in FY27-28. Of the total project budget, $1,806,400 is being reprogrammed in FY28-29. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project includes widening of two intersections, signal modifications at six intersections, traffic signal coordination, pedestrian signal timing upgrades to enhance pedestrian safety, and upgrading disability access ramps at all intersections to enhance accessibility and safety. While the project includes multi-modal improvements, due to the widening of intersections, this project will likely increase VMT.

LA County

Program an additional $1,400,000 for MR312.52 - ITS: Improvements on South Bay Arterials (F7310) as follows: $500,000 in FY24-25 and $900,000 in FY25-26 for a revised budget of $2,421,000. In addition, reprogram $323,000 from FY22-23 as follows: $251,000 in FY 24-25 and $72,000 in FY 25-26. The project is in the construction phase and funds are being reprogrammed from prior fiscal years. The project will complete Traffic Signal Synchronization (TSS) improvements by upgrading traffic signals to federal and state standards, providing additional vehicle detection, installing signal components for systemwide timing coordination, expanding Intelligent Transportation Systems (ITS) components to support traffic control system operations, and arterial performance measures. While the project will include components to enhance detection for bicyclists and pedestrians, by enhancing traffic signal timing and installing advanced traffic control devices and detection systems designed to optimize the flow of vehicles, this project will likely increase VMT.

Reprogram $2,000,000 for MR312.64 - South Bay Arterial System Detection Project. The project budget remains the same at $2,000,000, which was originally programmed as follows: $600,000 in FY23-24 and $1,400,000 in FY24-25. The funds are being reprogrammed in the amount of $600,000 in FY25-26 and $1,400,000 in FY26-27. This project is currently in the construction phase and the funds are being reprogrammed due to a high volume of active projects, limited staff availability, and the need to coordinate with other ongoing efforts. The project will consist of installing arterial system detectors at selected locations within the South Bay Cities to support traffic signal operations and network performance measures. While the project includes components to enhance detection for bicyclists and pedestrians, by installing detection systems designed to optimize the flow of vehicles, this project will likely increase VMT.

Redondo Beach

Scope Change for MR312.06 - Pacific Coast Highway (PCH) Improvements from Anita Street to Palos Verdes Boulevard Project. The original plan to widen the southbound approach of PCH at

Torrance Boulevard for a right-turn lane was found to be challenging due to right-of-way impacts. The city now proposes to relocate the bus stop from the northwest to the southwest corner of the intersection, allowing the right-turn lane to be added without new right-of-way impacts. This change allows the project to stay within its current allocated funds. The project will likely increase VMT.

Program an additional $400,000 for MR312.20 - Aviation Boulevard at Artesia Boulevard intersection improvements (northbound right turn lane) in FY25-26 for a revised budget of $5,357,000. The project is in the construction phase and the funds are being programmed to cover the purchase of right-of-way required from an existing service station along Aviation Boulevard for the intersection improvements. The project includes widening and adding a dedicated right turn lane on northbound Aviation Boulevard to eastbound Artesia Boulevard. The improvements include relocating the existing sidewalk (along with curbs, gutters, and driveways) to accommodate the dedicated right turn lane, installing traffic striping modifications, and installing new signal loop detectors. The project will likely increase VMT.

Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements

A total of $422,579,402 has been programmed for a total of 78 projects in the Gateway Cities subregion to date. Of this amount, $243,220,926 has been spent to date (58%). Currently, there are 61 active projects in various stages of development, with 17 projects completed. This update includes funding adjustments (reprogramming existing funds or programming new funds) for four existing projects described below.

LA County

Reprogram $700,000 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (Call Match) F9304. The budget remains the same at $700,000, which was originally programmed in the amount of $700,000 in FY20-21, is being reprogrammed as follows: $28,800 in FY20-21 (Prior Years), $221,200 in FY25-26, and $450,000 in FY26-27. The project is located within both the I-710 South and SR-91/I-605/I-405 corridors, therefore the Measure R Local Match funds have been programmed to reflect equal cost share expenditures between the I-710 South and I-605 “Hot Spots” programs. The purpose of the project is to improve traffic flow by synchronizing traffic signals along Whittier Boulevard. The project is in the design phase and funds are being reprogrammed to allow for the completion of design and construction. ITS improvements are also proposed to enhance communication with other jurisdiction traffic control systems and LA County's Information Exchange Network (IEN). This project will likely increase VMT.

Whittier

Program an additional $1,427,000 for MR315.44 - Santa Fe Springs - Whittier Intersection Improvements Project in FY25-26 for a revised budget of $5,995,200. The project is beginning construction, and additional funds are being programmed to account for bids exceeding the allocated amount. The city faced extensive delays in procuring a contractor, leading to increased construction costs due to unit price increases. A construction contract was awarded for this project and the next one (MR315.45). The project includes the realignment of Whittier Boulevard; the addition of a through lane along Whittier Boulevard; additional turn lane capacity, traffic signal and street light modification;

reconstruction of medians; drainage modifications; reconstruction of curb ramps, passageways, driveways, and sidewalks to American Disabilities Act (ADA) standards; and improvements to signing and striping to improve safety. This project will likely increase VMT.

Program an additional $794,000 for MR315.45 - Painter Avenue - Whittier Improvements Project in FY25-26 for a revised budget of $7,978,500. The project is beginning construction, and additional funds are being programmed to account for bids exceeding the allocated amount. The city faced extensive delays in procuring a contractor, leading to increased construction costs due to unit price increases. A construction contract was awarded for this project and the preceding one (MR315.44). The project includes the addition of east and westbound through lanes along Whittier Boulevard; increased left turn storage; modification/upgrade of traffic signals and lighting; reconstruction of curb returns; median reconstruction; reconstruction of curb ramps, passageways, driveways, and sidewalks to ADA standards; and upgrade of signing and striping to improve visibility and safety. This project will likely increase VMT.

Program an additional $160,000 for MR315.46 - Colima Avenue - Whittier Intersection Improvements Project in FY25-26 for a revised budget of $2,504,100. The project is in the PS&E phase, and additional funds are being programmed to complete the design phase. The project includes new left turn lanes in the northbound direction along Colima Road, additional left and right turn storage in the southbound direction along Colima Road, the construction of new curb and gutter, and the construction of new sidewalks. This project will likely increase VMT.

Gateway Cities I-710 South Early Action Projects

A total of $359,766,485 has been programmed for a total of 75 projects in the Gateway Cities subregion. Of this amount, $106,388,855 has been spent to date (30%). Currently, there are 61 active projects in various stages of development, with 14 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds, or deobligating funds) for four existing projects described below. Projects that have deobligated funds will either be closed out and a final audit conducted, or the deobligated funds will be reallocated to another locally prioritized project.

Metro/Signal Hill

Program an additional $250,000 for MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Avenue Congestion Relief Project in FY25-26 for a revised budget of $7,562,050. Additional funds are needed for the ROW phase. The project will improve mobility, traffic signals, and safety. This project will likely increase VMT.

LA County

Reprogram $700,000 for MR306.01 - Whittier Boulevard (Indiana Street to Paramount Boulevard) Corridor Project (Call Match) F9304. The budget remains the same at $700,000, which was originally programmed in the amount of $700,000 in FY20-21, is being reprogrammed as follows: $58,100 in FY19-20 (Prior Years), $7,500 in FY20-21 (Prior Years), $20,000 in FY24-25 (Prior Years), $164,400 in FY25-26, and $450,000 in FY26-27. The purpose of the project is to improve traffic flow by

synchronizing traffic signals along Whittier Boulevard. The project is located within both the I-710 South and SR-91/I-605/I-405 corridors, therefore, the Measure R Local Match funds have been programmed to reflect equal cost share expenditures between the I-710 South and I-605 Corridor "Hot Spots" programs. The project is in the design phase and funds are being reprogrammed to allow for the completion of design and construction. ITS improvements are also proposed to enhance communication with other jurisdiction traffic control systems and LA County's Information Exchange Network (IEN). This project will likely increase VMT.

Bell Gardens

Deobligate $265,439 for MR306.35 (F9111) - Florence Avenue Improvements at Ira Avenue & Jaboneria Road for a revised budget of $18,010. The project is in the design phase and the city is requesting that this project be deobligated due to a gas station owner being unwilling to sell only a portion of the property needed for the project. Instead, they are demanding the sale of the entire property, which would significantly increase the project cost beyond the available budget. The city would like to move these deobligated funds to MR306.30 - Eastern Avenue & Florence Avenue Regional Surface Transportation Improvement (RSTI) Project, and staff concur with this request.

Program an additional $265,439 deobligated from MR306.35 (F9111) for MR306.30 (F7120) - Eastern Avenue & Florence Avenue RSTI Project in FY25-26 for a revised budget of $1,450,152. The project is in the construction phase and funds are being programmed to cover a funding shortfall for construction. The project includes two westbound left-turn lanes and a westbound dedicated right-turn lane to be constructed to improve mobility on Florence Avenue. This project will also widen sidewalks to include high-visibility crosswalks, pedestrian-level lights, drought-tolerant landscaping, and upgraded traffic signal timing. This project will likely increase VMT.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY26 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY26 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY26 funding for the I-605 Corridor "Hot Spots" Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and

Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY26 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Since the Measure R Multimodal Highway Subregional Programs are multi-year programs that contain various projects, the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY26 budget. Staff will rebalance the approved FY26 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes, subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Capital Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency including in Equity Focus Communities (EFCs) within the cities of Bell Gardens, Burbank, Carson, Gardena, Hawthorne, Whittier, as well as unincorporated areas of Los Angeles County.

Metro's Complete Streets and Highways staff provide technical assistance to jurisdictions in various subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements, including project scope, cost, and schedules. Each city and/or agency, in coordination with its subregion, undertakes its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

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 aligned 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. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

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 recommendation supports the strategic plan goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

Goal 4: Transform LA County through regional collaboration"

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals

ALTERNATIVES CONSIDERED

The Board may choose not to approve the revised project list and funding allocations. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects initiating or currently in the construction phase may face cost implications by delaying the required funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions for their consideration of multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional Programs.

ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - June 2025

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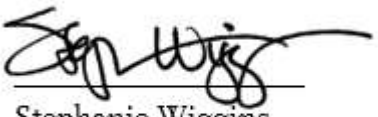

Stephanie Wiggins
Chief Executive Officer