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# CITY OF POMONA

## COUNCIL REPORT

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November 17, 2025

To: Honorable Mayor and Members of the City Council

From: Anita D. Scott, City Manager

Submitted By: Meg McWade, Public Works Director

**SUBJECT: FOLLOW-UP DISCUSSION REGARDING CLASS 4 BIKE PATH ON  
ARROW HIGHWAY RELATED TO LIGHT RAIL “A” (GOLD) LINE AND  
FIRST LAST MILE IMPROVEMENTS**

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### **RECOMMENDATION:**

It is recommended that the City Council provide follow-up discussion and direction related to the following alternatives regarding the construction of a two direction Class 4 separated bike lane on the south side of the street on Arrow Highway based on feedback received at the September 8, 2025 Council Meeting, and provide direction regarding the funding shortfall:

- 1) Alternative 1 (as presented at the September 8, 2025 Council Meeting); or
- 2) Alternative 4 (as directed by Council to investigate costs and feasibility at the September 8, 2025 Council Meeting); and
- 3) Upon conclusion of the discussion of Arrow Highway bicycle lane alternatives, provide direction regarding addressing the Project’s \$1.2 to \$2.2 million deficit (depending upon which alternative is chosen).

### **EXECUTIVE SUMMARY:**

On September 8, 2025 Staff presented options regarding the construction of a two direction Class 4 bicycle lane (Attachment No. 1). As part of the East San Gabriel Valley Sustainable Multimodal Improvements Project (ESGVSMIP) providing grant funds for First/Last Mile Improvements (FLM) and active transportation improvements, three design options were presented to choose from on the south side of Arrow Highway, particularly focusing on the section between Fair Avenue and Lordsburg Court where parking could be affected based on the direction provided. Council selected Alternative 1 at that Council meeting, which preserved all parking between Lordsburg Court and Fair Avenue, but required easements, as necessary, along the south side of Arrow Highway. Council also asked staff to look into a fourth alternative which was the design

and costs associated with shifting the traffic lanes to the north in order to accommodate the Class 4 bicycle facility continuously within the existing curb-to-curb street cross section while keeping the existing parking between Lordsburg Court and Fair Avenue, thus narrowing the medians and eliminating the need for bulb-outs and easements in this area. Easements along Garey Avenue for widened sidewalk are still proposed as funds allow. However, since the last Council meeting, the San Gabriel Valley Council of Governments (SGVCOG) have provided updated paving estimates, and depending on which alternative is selected, the remaining deficit is between \$1.2 and \$2.2 million, necessitating direction on how to address.

**SB1439/GOVERNMENT CODE §84308 APPLICABILITY:**

☐ When this box is checked, it indicates the agenda item is subject to the Levine Act SB1439 requirements. Councilmembers are reminded to check their campaign contributions and determine whether they have received a campaign contribution of \$500 or more that would require disclosure and/or recusal from discussing or acting on this agenda item. Campaign contributions of \$500 or more made 1) by any person or entity who is identified in the agenda report as the applicant or proposer or 2) on behalf of the applicant or participant, including a parent, subsidiary or otherwise related business entity, or 3) by any person who has a financial interest in the agenda item requires a councilmember to comply with SB1439.

**FISCAL IMPACT:**

The total cost to complete the subject First/Last Mile Improvement Project has been updated by the SGVCOG and is now estimated at \$15,132,000, an increase of nearly \$1.2 million since the last Council report on September 8, 2025, inclusive of Alternative 4. Between grant funding that has already been obtained by either the City or through the SGVCOG, approximately \$13,900,000 in funding has been secured, including the recently awarded \$1,860,000 in MAT Cycle 2 grant funds contingent upon the ability to complete construction prior to the LA28 Summer Olympics. Should the City choose Alternative 1, it is estimated that the shortfall is \$1.2 million. However, it should be noted that this funding shortfall meets the grant construction timeframe of completion in early 2027. Should obtaining appropriate easements extend the project past the deadline, the City may be responsible to pay an additional \$1.86M – bringing the potential shortfall for Alternate 1 higher. If the City chooses Alternative 4, the estimated shortfall is \$2.2 million with no anticipated risk related to the deadline for the \$1.86M in grant funds.

The City previously allocated \$595,000 (consisting of \$53,000 for Project Approval & Environmental Documents Phase (PAED), \$497,000 for Planning Specifications & Estimating (PS&E) and \$45,000 for Construction (CON)) and will contribute up to \$1,600,000 of funding allocated in “Transit Improvement Program – Gold Line” Project No.428-2590-XXXXX-68559 funds for design and partial construction improvements in the City along Arrow Highway and Garey Avenue. The SGVCOG secured an additional \$9,300,000 of various grant funds to help close the funding gap. SGVCOG has also recently been awarded. The cost for these First/Last Mile improvements, currently estimated to be between \$15.13 million and \$16.1 million depending on whether alternative 1 or 4 is chosen, is also expected to be utilized as partial credit, as allowable, towards the City’s required three (3) percent match for the Gold Line Project.

The City consulted with the SGVCOG who enlisted their design consultant to compare the costs of constructing the bike lane with south facing easements around utility poles, in order to preserve parking, between Fair Avenue and Lordsburg Court, to shifting the traffic lanes to the north in order to accommodate the Class 4 bicycle facility continuously within the existing curb-to-curb street cross section while keeping the existing parking between Lordsburg Court and Fair Avenue along the south side of Arrow Highway. This would require the removal and reconstruction of essentially all the existing raised medians between White Avenue and the driveway for Kings Way Gardens. If Alternative 1 is chosen, the funding gap is approximately \$1.2 million. If Alternative 4 is chosen, the funding gap is approximately \$2.2 million. Council is being asked to prioritize how to best close the funding gap based on the following options:

1. Eliminate full-width paving of Arrow Highway and choose Alternative 1.
2. Eliminate full-width paving of Arrow Highway and choose Alternative 4.
3. Appropriate up to \$1.2 million for Alternative 1 of FY 2026-27 CIP funding from Proposition C, funding that typically is appropriated to various street projects throughout the City. Should the easement create the loss of grant funds, appropriate the additional \$1.8 million that the MAT Grant would have provided.
4. Appropriate up to \$2.2 million for Alternative 4 of FY 2026-27 CIP funding from Proposition C, funding that typically is appropriated to various street projects throughout the City.

#### **PREVIOUS RELATED ACTION:**

On April 20, 2015, Council approved a Cooperative Agreement (MCA) for the Metro Gold Line – Phase II (Phase 2B) between the Metro Gold Line Foothill Construction Authority and the City of Pomona as well as a required City match for the project.

On November 6, 2023, Council approved a Memorandum of Agreement between the City and the SGVCOG to allocate \$595,000 of funds received from Los Angeles County Metropolitan Transportation Authority (“LACMTA/METRO”) through the Measure M Multi-Year Subregional Program (“MSP”), as well as, up to \$1,600,000 of the City’s General Purpose (Prop A Exchange) Funds for “Transit Improvement Program, Gold Line,” Project No. 428-2590-XXXXX-68559.

On September 8, 2025, City Council discussed potential alternatives along Arrow Highway and Garey Avenue regarding easements and parking between Fair Avenue and Lordsburg Court. Direction was given to research reducing median along Arrow Highway to preserve parking and pursue Alternate 1 for the Arrow portion of the project if the research indicated it was not feasible.

## **DISCUSSION:**

The East San Gabriel Valley Sustainable Multimodal Improvements Project (ESGVSMIP) is the result of a partnership between the Cities of Pomona, Claremont, Azusa, Covina, La Verne, and San Dimas, under the leadership of the SGVCOG. The ESGVSMIP was initially suggested by the City of Glendora because of the completion of the Arrow Highway Multimodal Corridor Plan. After successfully securing a recommendation from the SGVCOG to receive \$15 million (of which Pomona's share was \$595,000) in Measure M Multi-Year Subregional Program (MSP) award funds, the cities selected the SGVCOG to serve as the Project's lead agency to coordinate and manage design and construction activities.

The proposed regional improvements provide connectivity to transit stations, employment centers, schools, and major entertainment and recreational centers. These improvements were identified through a series of robust community outreach efforts led by the Los Angeles County Metropolitan Authority (METRO) and members of East San Gabriel Valley. These efforts resulted in Metro's Gold Line Foothill Extension 2B First Last Mile Plan, dated June 20, 2019. Specific improvements include protected bike lanes, ADA-compliant access ramps, sidewalk improvements and repairs, bike infrastructure, bus shelter renovation, pedestrian crossing enhancements, pedestrian bridges, and improved lighting and landscaping.

The City has previously entered a Memorandum of Understanding (MOU) with the SGVCOG and a Master Collaborative Agreement (MCA) with the Metro Gold Line Foothill Construction Authority to cooperate with the construction of the necessary First/Last Mile improvements. The City is working with the SGVCOG to include, as part of the project, rehabilitation of Arrow Highway paving from the east City limit to the west City limit as part of the project. This repaving is still in a state of partial funding, but since improvements to Arrow Highway are necessary to facilitate additional travel to Pomona North Transit Station, the City is hopeful these improvements can be fully incorporated.

Based on the Gold Line MCA, the City of Pomona is expected to provide a three percent match towards the Gold Line Project. It is expected that the cost of the proposed First/Last Mile improvements along Arrow Highway, Garey Avenue, and Bonita Avenue will help the City meet the required three percent match.

The subject First/Last Mile improvements include a two-direction Class 4 protected bicycle lane along the south side of Arrow Highway, from Mountain Avenue (eastern City limits) to White Avenue (City of La Verne), and pedestrian improvements with enhanced street lighting along Garey Avenue from Arrow Highway to Harrison Avenue. The project also includes enhanced street lighting along Bonita Avenue from Garey Avenue to Fulton Road, but that portion does not involve the selection of alternatives, so it is not included in this report.

### Project Alternatives

The City Council is being asked to provide input on two alternatives for Arrow Highway. At the September 8, 2025, Council meeting, staff presented three alternatives for the Class 4 separate bike improvements along Arrow Highway along the southside of the street. Alternative 1, which was ultimately selected by Council, approved the concept of Southside Bulb-outs around utility poles/impediments from Lordsburg Court to Fair Avenue and a full Class 4 bike lane in current parking lane from White Avenue east to Lordsburg Court and from Fair Avenue to eastern city limits. This preserves all parking between Lordsburg Court and Fair Avenue and would provide for bulb-outs (with easements, as necessary) along the south side of Arrow Highway with locations still to be determined. At the meeting, it was expressed that parking was a significant concern among the residents in that area, and that the existing parking needs to be preserved. There is currently an approximate \$1.2 million dollar shortfall if this alternative is chosen based on updated budget estimates, for which funding has not yet been identified.

While Alternative 1 was selected, Council asked that staff investigate a fourth alternative that looks into the cost of shifting the traffic lanes to the north to accommodate the Class 4 bicycle facility continuously within the existing curb-to-curb street cross section while keeping the existing parking between Lordsburg Court and Fair Avenue. This would require the removal and reconstruction of essentially all of the existing raised medians between White Avenue and the driveway for Kings Way Gardens. There is currently an estimated \$2.2 million shortfall if this alternative is selected, for which funding has not yet been identified. The SGVCOG's design consultant provided a design that would accommodate this, as depicted in Attachment No. 2.

As noted in the design, parking would be protected in this second alternative, with the bike lane against the curb and the parking lane next to the travel lane. Posts will also be installed to act as a buffer between the parked cars and the bike lane.

Currently, with the funding in place and with the new funding that the SGVCOG was recently awarded, the project has a \$1.2 to \$2.2 million shortfall depending on which alternative is selected, and staff is working with the SGVCOG to determine how best to address this shortfall. Further, the First/Last Mile Project typically would provide funding for paving the bike lane, but not additional areas. Arrow Highway is a well-traveled street with pedestrian and bike connectivity along the entire stretch from neighborhoods, businesses, and transit connections. However, staff and the SGVCOG are working together to try to determine a solution that provides for paving of Arrow Highway, and adding additional costs to the concept may make paving a less tenable option.

Finally, timing is a constraint to trying to identify additional funding. The SGVCOG was just awarded \$1,860,000 in MAT Cycle 2 funding contingent upon this project being completed before the LA 2028 Olympics. **Any delays in completing this project prior to the beginning of 2028 could potentially put this new funding source at risk.** Therefore, staff is asking for direction regarding which alternative to proceed with, and what potential improvements should be eliminated, or if additional annual CIP funding from Proposition C should be appropriated to the Project, to close the funding shortfall.

Prepared by:

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**ATTACHMENT(S):**

Attachment No. 1 – September 8, 2025 Council Meeting and Presentation

Attachment No. 2 – Renderings of Alternative 4

Attachment No. 3 – Slide Deck