CITY OF FERNDALE
"A Historic Victorian Village"
ci.ferndale.ca.us
P.O. Box 1095
FERNDALE, CA 95536

September 19, 2025

Brendan Byrd, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Mr. Byrd:

The City of Ferndale is pleased to nominate three transportation projects for inclusion in the in HCAOG's 2026 RTIP, thereby programming for STIP funding for years 2029/2030 and 2030/2031. As you are familiar with, funding that supports critical improvements in small cities like Ferndale is hard to come by, and the residents of Ferndale appreciate HCAOG's support of projects that make streets safer for everyone.

Attached please find Ferndale's completed Project Candidate forms and Project Study Reports for the projects. The total amount of STIP programming for these project is $1,425,906 as shown below and detailed in the applications.

> Project 1 – Shaw Ave, Main Street to Berding Street for the rehabilitation and reconstruction of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and correcting drainage issues that cause localized flooding.
>
> Project 2 – Francis Street, Between Francis Creek & Eugene Street for the rehabilitation of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and completing a segment of the sidewalk network.
>
> Project 3 – Ocean Ave, from Main Street to just beyond Portuguese Hall for the rehabilitation of the existing roadway, and installing accessibility improvements for pedestrian.

Thank you again for your consideration, and we hope the review committee and board will look favorably upon our nominated projects. I would be more than happy to answer any questions you may have about our application or to submit addition supporting documentation.

Sincerely,

Brian Ontiveros, PE
City Engineer

RESOLUTION NO. 2025-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FERNDALE NOMINATING ROAD IMPROVEMENT PROJECTS TO THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENT'S 2026 REGIONIAL TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, the City of Ferndale is committed to the development and maintenance of a safe and efficient and viable transportation system, active transportation, and projects that increase biking and walking; and

WHEREAS, the Humboldt County Association of Governments (HCAOG) is the regional transportation planning agency for the Humboldt county region, and is responsible for the development and maintenance of the regional transportation plan (RTP) in accordance California Government Code Section 65080 et seq., and federal (U.S. Code, Title 23, §134 and §135 et seq.); and

WHEREAS, the California Transportation Commission (CTC) adopted State Transportation Improvement Program (STIP) Guidelines and fund estimate August 15–16, 2025 for programming years 2029/2030 and 2030/2031 of the STIP cycle; and

WHEREAS, as the regional transportation planning agency for the Humboldt county region and in accordance with the STIP Guidelines, HCAOG is responsible for the development of a five-year regional transportation improvement plan (RTIP), and the RTIP identifies specific transportation capital projects in the region; and

WHEREAS, on September 2, 2025, HCAOG released a call for projects to be included in the 2026 RTIP, and thereby programming for STIP funding years 2029/2030 and 2030/2031; and

WHEREAS, the City of Ferndale desires to nominate the following projects for roadway rehabilitation, safety improvements for all transportation modes, active transportation enhancements for inclusion in the 2026 RTIP and to be programmed for STIP for years 2029/2030 and 2030/2031 of the STIP cycle:

> Project 1 – Shaw Ave, Main Street to Berding Street for the rehabilitation and reconstruction of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and correcting drainage issues that cause localized flooding.
>
> Project 2 – Francis Street, Between Francis Creek & Eugene Street for the rehabilitation of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and completing a segment of the sidewalk network.
>
> Project 3 – Ocean Ave, from Main Street to just beyond Portuguese Hall for the rehabilitation of the existing roadway, and installing accessibility improvements for pedestrian.

WHEREAS, the Ferndale City Council provided an opportunity for public comment and has duly considered all input during its regular meeting of September 17, 2025.

NOW, THEREFORE, BE IT RESOLVED, AND DETERMINED by the City Council of the City of Ferndale in the County of Humboldt as follows:

1. Declares the City of Ferndale is eligible to nominate projects for inclusion in the 2026 RTIP for STIP programming.

2. Declares that there is no pending or threatened litigation that might adversely affect the project described herein, or that might impair the ability of the City of Ferndale to carry out the projects.

3. The City Council authorizes the nomination of the following projects for inclusion in the 2026 HCAOG RTIP:

Project 1 – Shaw Ave, Main Street to Berding Street for the rehabilitation and reconstruction of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and correcting drainage issues that cause localized flooding.
Engineer's Estimate of Probable Cost: $600,000

Project 2 – Francis Street, Between Francis Creek & Eugene Street for the rehabilitation of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and completing a segment of the sidewalk network.
Engineer's Estimate of Probable Cost, $415,000

Project 3 – Ocean Ave, from Main Street to just beyond Portuguese Hall for the rehabilitation of the existing roadway, and installing accessibility improvements for pedestrian.
Engineer's Estimate of Probable Cost, $215,000

4. The City Council adopted Resolution 2025-18 on September 17, 2025, authorizing the City Manager to file a request to amend the Regional Transportation Plan 2021 update with the Humboldt County Association of Governments to add three projects, the three projects in Resolution 2025-18 being Project 1, Project 2, and Project 3 as described herein.

5. The nominated projects described herein are consistent with VROOM, adopted 2022–2042 Regional Transportation Plan upon adoption of the amendment to the Regional Transportation Plan 2021 update requested in Resolution 2025-18, and the projects meet all project eligibility RTIP and STIP requirements.

6. The City agrees to comply with all procedures, delivery milestones, funding guidelines, and applicable terms and conditions of the RTIP and STIP programs, and all federal, state, and local laws, ordinances, rules, regulations, and guidelines.

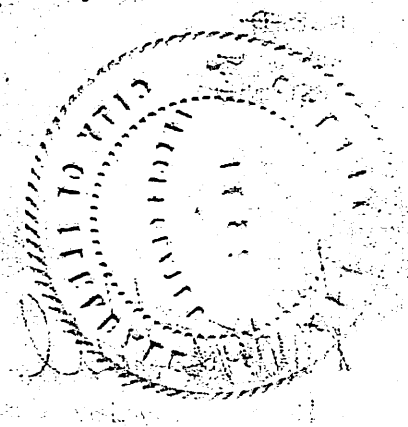
7. The City Council authorizes the City Manager to take all actions required to advance these projects through the RTIP process, including STIP for programming, and to make minor changes to the nominated projects that do not substantially change a project, to address any non-substantive changes suggested or requested by HCAOG, the California Department of Transportation, or the California Transportation Commission, and any applicable federal regulations.

PASSED AND ADOPTED by the City Council of the City of Ferndale, State of California, at a regular meeting of the Ferndale City Council held on the September 17, 2025, by the following vote:

AYES: 5 (Lund / Jorgensen)
NOES: 0
ABSENT: 0
ABSTAIN: 0

Randy Cady
Randy Cady, Mayor

ATTEST:
Kristene Hall
Kristene Hall, City Clerk



CITY OF FERNDALE
P.O. Box 1095
FERNDALE, CA 95536
"A Historic Victorian Village"

September 18, 2025

Brendan Byrd, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Mr. Byrd:

On behalf of the City of Ferndale and as authorized by City Council Resolution 2025-18, adopted on September 17, 2025, I am writing to formally file a request that the HCAOG consider and approve an amendment to VROOM, the adopted 2022-2042 Regional Transportation Plan. More specifically, Ferndale requests Table Streets-4 Complete Streets Projects for Cities, County, Tribes (contained on pages 7-16 to 7-17) for the City of Ferndale be amended to include the three following projects as described in Exhibit A of Resolution 2025-18:

> Project 1 – Shaw Ave, Main Street to Berding Street for the rehabilitation and reconstruction of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and correcting drainage issues that cause localized flooding.
>
> Project 2 – Francis Street, Between Francis Creek & Eugene Street for the rehabilitation of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and completing a segment of the sidewalk network.
>
> Project 3 – Ocean Ave, from Main Street to just beyond Portuguese Hall for the rehabilitation of the existing roadway, and installing accessibility improvements for pedestrian.

As considered in the attached staff report, it is the City's estimation that the three projects that we are requesting to amended to VROOM are consistent with goal of the RTP's Complete Streets and Connected Communities element, and associated objectives and policies. We are happy to provide further documentation to support a finding of consistency.

The City of Ferndale appreciates the opportunity for HCAOG to consider Ferndale's requested RTP amendment. I would be more than happy to answer any questions you may have about our request.

Sincerely,

Kristene Hall
Acting City Manager

834 Main Street * P.O. Box 1095 * Ferndale CA 95536
Phone 707-786-4224 * Fax 707-786-9314
Webpage http://ci.ferndale.ca.us

RESOLUTION NO. 2025-18

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FERNDALE REQUESTING AN AMENDMENT TO THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS ADOPTED REGIONAL TRANSPORTATION PLAN 2021 UPDATE

WHEREAS, the Humboldt County Association of Governments ("HCAOG") is the designated regional transportation planning agency for the Humboldt county region and is responsible for developing and maintaining the Regional Transportation Plan; and

WHEREAS, on January 20, 2022, by Resolution 22-04, HCAOG adopted the Regional Transportation Plan 2021 update titled *Variety of in Rural Options of Mobility (VROOM)* ("VROOM"); and

WHEREAS, state regulations allow the regional transportation planning agency to consider and adopt amendments to a regional transportation plan to address changing regional needs, including the addition of new projects or substantial changes to projects identified in the existing regional transportation plan, and when consistent with the goals, objectives, policies of the adopted Regional Transportation Plan, and applicable state and federal law; and

WHEREAS, the City of Ferndale desires to amend its list of projects identified in VROOM, Table Streets-4 Complete Streets Projects for Cities, County, Tribes (contained on pages 7-16 to 7-17) to include the three following projects, and as described further in Exhibit A attached hereto and hereby incorporated in full by reference:

> Project 1 – Shaw Ave, Main Street to Berding Street for the rehabilitation and reconstruction of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and correcting drainage issues that cause localized flooding.
>
> Project 2 – Francis Street, Between Francis Creek & Eugene Street for the rehabilitation of the existing roadway, improvement of pedestrian facilities, including accessibility improvements, and completing a segment of the sidewalk network.
>
> Project 3 – Ocean Ave, from Main Street to just beyond Portuguese Hall for the rehabilitation of the existing roadway, and installing accessibility improvements for pedestrian.

WHEREAS, the requested amendment to the adopted Regional Transportation Plan to add Project 1, Project 2, and Project 3 to the City of Ferndale's section of Table Streets-4 of VROOM is consistent with the goals, objectives, policies of the Regional Transportation Plan 2021 update as described in the accompanying staff report; and

WHEREAS, the Ferndale City Council provided an opportunity for public comment and has duly considered all input during its regular meeting of September 17, 2025.

NOW, THEREFORE, BE IT RESOLVED, AND DETERMINED by the City Council of the City of Ferndale in the County of Humboldt as follows:

1. The City Council authorizes the City Manager to file a request to amend the Regional Transportation Plan 2021 update with the Humboldt County Association of Governments to add Project 1, Project 2, and Project 3, and as described in Exhibit A, to the City of Ferndale's section of Table Streets-4 of VROOM.

2. The City Council authorizes the City Manager, or their designee, to take all actions required to advance these projects through the RTP amendment process, and to make minor changes to the projects that do not substantially change a project, to address any non-substantive changes suggested or requested by Humboldt County Association of Governments.

PASSED AND ADOPTED by the City Council, of the City of Ferndale, State of California, at a regular meeting held this 17th day of September 2025, by the following vote:

AYES: 5 (Lund/Jorgensen)

NOES: 0

ABSENT: 0

ABSTAIN: 0

Randy Cady

Randy Cady, Mayor

ATTEST:

Kristene Hall

Kristene Hall, City Clerk

EXHIBIT A to RESOLUTION 2025-18

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementation Year(s)	Project Cost ($000)
CITY OF FERNDALE										
Rose Avenue/Herbert Street – East City limits to Main Street	ST	X	X	X			Class II bike path	Not funded	2024	$26
5th Street: Van Ness Ave to Ocean Ave	ST	X	X	X			Class II bike path	Not funded	2024	$16
Arlington Avenue - 5th Street to Main St	ST	X	X	X			Class II bike path	Not funded	2024	$22
Ocean Ave - West City limits to East City limits	ST	X	X	X			Class II bike path	Not funded	2024	$25
Wildcat Road - Ocean Avenue to south City limits	LT	X	X	X			Class III bike path	Not funded	TBD	$1
Main Street: Ocean Avenue to north City limits	LT	X	X	X			Class III bike path	Not funded	TBD	$38
Van Ness Avenue: 5th Street to Main St	LT	X	X	X			Class III bike path	Not funded	TBD	$1
Shaw Avenue: Ocean Avenue to Berding	LT	X	X	X			Class III bike path	Not funded	TBD	$37
Ocean Avenue: Strawberry Lane heading east towards trailhead	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	$36
5th Street: Van Ness to Ocean Avenue	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	$174
Lincoln Street - Grant Avenue to East City limits	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	$12
Ocean Avenue - Craig Street to Russ Park trailhead	LT	X	X				New sidewalk	Not funded	TBD	$98
5th Street - Arlington Avenue to Fairview North and piece on Arlington Avenue	LT	X	X	X			Curb and gutter and new sidewalk	Not funded	TBD	$54
Berding Street-Rose Avenue to Lewis St	LT			X			New sidewalk (Ped 2)	STIP	TBD	$50
Rose Avenue - Berding to Herbert Street	LT			X			New sidewalk (Ped 2)	STIP	TBD	$147
Main Street - North City limits to Arlington Avenue; citywide	LT		X		X		Misc. ADA improvements	Not funded	TBD	$150
Main Street - Arlington Avenue to Ocean Avenue (Caltrans)	LT			X		X	Misc. ADA improvements	TBD		$600
Francis Street - Ocean Avenue to Ferndale Public Works Building	LT					X	Roadway rehabilitation	Not funded	TBD	$80
Berding Street - Herbert Street to Eugene	LT					X	Roadway rehabilitation	Not funded	TBD	$1,400
Project 1 Shaw Ave., Main Street to Berding Street	ST			X		X	Roadway rehabilitation and reconstruction, sidewalk improvements, including ADA	STIP	29-31	$600
Project 2: Francis Street, Between Francis Creek & Eugene Street	ST			X		X	Roadway rehabilitation, sidewalk improvements, including ADA	STIP	29-31	$415
Project 3: Ocean Ave., from Main St. to just beyond Portuguese Hall	ST			X		X	Roadway rehabilitation and ADA improvements	STIP	29-31	$215
							Ferndale ST Subtotal = $~~891~~,319 **Ferndale LT Subtotal = $2,878** **Subtotal = $~~2,967~~4,197**	**Constrained = $0** **Unconstrained = $2,967**		

Assessment of the requested amendment's consistency with RTP begins on page 4.

Meeting Date: September 17, 2025				Agenda Item Number: 13.b		
Agenda Item Title: Adopt Resolutions 2025-18 and 2025-19 that do the following 1) authorizing the City Manager to file a request to amend Ferndale's list of projects in VROOM, the adopted 2022-2042 Regional Transportation Plan; and 2) nominating one or more road improvement projects for inclusion in the 2026 Regional Transportation Improvement Plan; and provide direction to staff on prioritization of the identified projects.						
Presented By: Contract City Planner						
Type of Item:	X	Action	X	Discussion		Information
Action Required:		No Action		Voice Vote	X	Roll Call Vote

STAFF RECOMMENDATION

Staff recommends the City Council receive the staff report, provide staff direction on prioritization of the identified road improvement projects, and adopt Resolutions 2025-18 and 2025-19 that do the following:

1. Resolution No. 2025-18 authorizes the City Manager to file a request to amend Ferndale's list of projects identified in VROOM, Humboldt County Association of Governments adopted Regional Transportation Plan 2021 update.
2. Resolution No. 2025-19 the City nominates one or more road improvement projects for inclusion in HCAOG's 2026 Regional Transportation Improvement Plan (RTIP); and

DISCUSSION

The development of the Regional Transportation Improvement Plan (RTIP) process is led by the regional transportation planning agency (RTPA), and the Humboldt County Association of Governments (HCAOG) is the RTPA for the Humboldt county region.

The RTIP is a five-year, multimodal project list, implemented every two years, which aligns with the RTPA's adopted long-range regional transportation plan (RTP). HCAOG's adopted RTP is known as VROOM, and was last updated in 2021.[1] Based on VROOM, HCAOG develops the five-year RTIP that identifies specific transportation capital projects. Transportation projects include improvements to highways, local roads, public transit systems, and active transportation infrastructure such as bike lanes and pedestrian pathways that are consistent with VROOM. Once the RTIP is finalized, it is submitted to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).

The STIP is a five-year capital improvement program for road and transit improvements on and off the State Highway System. STIP is funded with revenues from the Transportation Investment Fund and other funding sources. The CTC adopts the fund estimate in August of odd years. Each new STIP cycle adds two new years to the prior programming commitments. The STIP allocates a significant portion of its funds to RTIP transportation projects, which makes the funding available for use on local and regional projects. Each regional transportation planning agency, including HCAOG, is required to submit an RTIP to the CTC by December 15 of every odd numbered year for inclusion in the STIP.

[1] VROOM can be read and downloaded at HCAOG's website: https://www.hcaog.net/programs-projects/long-range-planning

On September 2, 2025, HCAOG issued to its members a formal call for projects to be considered for inclusion in the 2026 RTIP, thereby programming for STIP funding. The region's target amount of STIP funding available is $2,333,000. For a project to be considered for inclusion in HCAOG's 2026 RTIP, a jurisdiction nominates an appropriate project(s) by filing the required application materials by September 19, 2025. The threshold requirements for a road improvement project to be eligible for inclusion in the RTIP, and thereby programming for STIP funding, are:

1. The project must be included in the existing adopted Regional Transportation Plan (RTP); and
2. Must be an eligible transportation project such as:
   a. Rehabilitation and reconstruction: Projects that address the reconstruction and rehabilitation of local streets and roads. These are often referred to as "fix-it-first".
   b. Active transportation enhancements: Projects that incorporate pedestrian and bicycle elements, such as crosswalks, dedicated bike lanes, and trails, are eligible, often in conjunction with other road improvements.
   c. Safety improvements: Projects that increase safety for all transportation modes, including vehicle traffic, are eligible. This can involve a variety of road and highway enhancements to reduce accidents.
3. Candidate projects must submit a Project Study Report (PSR) or PSR Equivalent, prepared by a California licensed engineer.

It noteworthy that eligibility requirements do not include a local match requirement. Also, CTC's Guidelines establish a high threshold for when a project-level cost-benefit evaluation is required: The total amount of existing and proposed STIP for right-of-way and/or construction of the project is $15 million or greater, or the total project cost is $50 million or greater.

The 2026 STIP is new programming capacity in the cycle, and is available only in the last two years of the greater 5-year cycle. This means projects that are included in HCAOG's 2026 RTIP will be programmed for STIP funding either in 2029/2030 or 2030/2031, and cities cannot be reimbursed for project costs incurred until 2029/2030 or 2030/2031. The fact that the STIP funds will not be available for reimbursement until 2029 at the earliest can to staff's attention only a day or two ago as of the writing of this report.

At the October 2025 meeting of HCAOG's Technical Advisory Committee (TAC), the TAC will review and make funding recommendations to the HCAOG Board. In November HCAOG staff anticipate presenting to the HCAOG Board the draft RTIP for review and adoption. The final RTIP must be submitted to Caltrans by December 15, 2025.

RECOMMENDED PROJECTS TO NOMINATE FOR THE 2026 RTIP AND STIP PROGRAMMING

The City Engineer has reviewed the CTC 2026 Guidelines for roadway rehabilitation and active transportation enhancements, and developed the list below of recommended projects. It is his estimation that the recommended projects meet the requirements, and are eligible for inclusion in HCAOG's 2026 RTIP, thereby programming for STIP funding for years 2029/2030 or 2030/2031.

Project 1 – Shaw Ave, Main Street to Berding Street:

This stretch of road is a connecting street from Main Street to Berding St. and is heavily trafficked. It also sees traffic from the alley that bisects Shaw Ave. There's a lot going on with this section of road. Generally, this roadway is in poor condition. It was given a PCI score of 30 (Main St. to Berding St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

There are large potholes where the alley exits onto Shaw Ave. There is no concrete gutter located on the south side of Shaw Ave from Main Street for ±100-feet which is causing the asphalt to erode away from the drainage that comes off of Main Street. Lastly, the crown of the road from the alley to Berding St. allows drainage to cross the roadway (from south to north) which bypasses the drainage inlet located at the southwest corner of Shaw & Berding.

This project proposes to add a new concrete gutter from Main Street to where the existing concrete gutter starts, reconstruct the roadway where the potholes are located at the alley exits and to repair and pave both alleys for 20' beyond the back of the sidewalk. It is also proposed to regrade the crown of the road to reduce drainage crossover. The remainder of the roadway from is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by replacing some of the sidewalks where there is severe cracking of the concrete surface. It also proposes to reconstruct the driveway drops at both alleys to accessibility standards.

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Berding Street.

To help alleviate roadway flooding on Shaw Ave. the project proposes installing new underground drainage piping and storm drain inlets from Main Street to the existing storm drain infrastructure on Berding Street. This portion of the project is noted in the '2022 Drainage Master Plan Update' as 'Problem Area 3'.

Engineer's Estimate of Probable Cost, $600,000 (as of September 2025)

Project 2 – Francis Street, Between Francis Creek & Eugene Street

This section of roadway is the extension off of Main Street from downtown and is one of two commuter roads serving Firemans Park. The roadway is heavily potholed leading up to the bridge as well as a couple other discrete locations between the bridge and Eugene Street. This section of road was given a PCI score of 40 (Bridge to Ocean Ave) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

It is proposed to reconstruct the heavily damaged center section of roadway from the bridge for ±110-feet. It is also proposed to repair two smaller sections of the roadway with potholes. The remainder of the roadway from the bridge to Eugene Street is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by completing the sidewalk from the house on the east side of the roadway to the pedestrian footbridge over Francis Creek (±65').

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Eugene Street.

Engineer's Estimate of Probable Cost, $415,000 (as of September 2025)

Project 3 – Ocean Ave, from Main St to just beyond Portuguese Hall

This section of roadway comes off of Main Street from downtown and is the connector road serving the Wildcat to Petrolia. The north side of the road at Main Street is heavily distressed with large potholes at the exit of the alley adjacent to Portuguese Hall. This section of road was given a PCI score of 43 (Main St. to 5th St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

It is proposed to reconstruct the heavily damaged section of roadway in front of the Alley for approximately 35'. It is also proposed to repair and pave the alley surface for 20' beyond the back of the sidewalk. The remainder of

the roadway from the Main St to just past Portuguese Hall is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes improving pedestrian accessibility by reconstructing the driveway drop at the alley to accessibility standards (±35').

Engineer's Estimate of Probable Cost, $215,000 (as of September 2025)

The City Engineer's total probable cost for the three projects is $1,230,000 (as of September 2025). While the total estimate of probable cost for the three projects is less than the targeted amount of STIP programming of $2.3 million, staff is aware that at least one other HCAOG member will be nominating a project, and other HCAOG members may also nominate projects. Therefore, staff requests the Council provide direction on prioritization of the identified projects.

Should one or more of Ferndale's nominated projects be included in the 2026 RTIP, STIP funding cannot be accessed until years 2029/2030 and 2030/2031. As noted above, the City Engineer's estimate of probable costs for each project were prepared in September 2025. Because it was new information to staff that the soonest the STIP funding could be accessed is 2029, the City Engineer is preparing updates to the estimated probable cost to incorporate a consumer price index factor.

REQUEST FOR AN AMENDMENT TO FERNDALE'S LIST OF PROJECTS IN VROOM, HCAOG'S ADOPTED 2022–2042 REGIONAL TRANSPORTATION PLAN

As stated above, for a road improvement project to be eligible for inclusion in the RTIP, and thereby programming for STIP funding, it must be included in RTP. VROOM is HCAOG's adopted regional transportation plan. At this time, the projects recommended below for inclusion in the RTIP are not part of VROOM. Therefore, it is necessary for the City to concurrently request an amendment to VROOM in order to nominate a road improvement project for inclusion in the RTIP, and thereby programming for STIP funding. The requested amendment will be consideration and approved by the HCAOG Board.

Similar to the requirement General Plan consistency, the transportation projects to be amended to VROOM, need to be consistent with RTP's goals, objectives, and policies, in particular the Complete Streets and Connected Communities element. The goal of HCAOG's Complete Streets and Connected Communities element is:

> HCAOG shall carry out transportation planning for the regional roadway system with this goal: Throughout Humboldt County, the streets, roads, and highway system meet the transportation and safety needs of all users, including pedestrians, transit users, bicyclists, motorists, the elderly, youth, and the disabled. <u>The region's jurisdictions have the resources to preserve, enhance, and maintain the roadway network to support complete streets and connected communities</u>. (emphasis added)

Staff's consistency assessment for the Complete Streets and Connected Communities element focuses on the following two objectives:

- Active Transportation Mode Share/ Complete Streets
- Efficient & Viable Transportation System

Main Objectives: Active Transportation Mode Share/ Complete Streets

Sub-Objectives:

- Maximize multi-modal access to the roadway system and eliminate barriers to non motorized transportation.
- Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities. Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity.
- Support and implement projects and policies that increase biking and walking, especially for short trips, first/last mile transit trips, and school trips.

...

POLICY STREETS-1. Multi-modal safety & functionality: HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and emphasizes multi modal functionality over convenience for single-occupancy automobiles.

...

POLICY STREETS-3. Complete Streets improvements: HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R2.

Staff consistency assessment: All projects include elements to add new pedestrian facilities where facilities are not currently developed, and to improve existing pedestrian facilities. While Ferndale's sidewalk network is complete on Main Street and in other neighborhoods, there are sections that are incomplete, including along accessways to/from City parks. Due to capacity limitations, there are many sidewalks in need of ADA improvements, such as curb drops. The requested VROOM amendment is for new pedestrian facilities and improved pedestrian facilities. The locations are adjacent to an existing roadway. Amendments to add projects that will add sidewalks and improve existing sidewalks, including accessibility improvements, is consistent with VROOM's policies that commit HCAOG to promoting and supporting actions that maximize complete streets, and promote active transportation and multimodal access to the roadway system. Moreover, the three Projects will improve connectivity of pedestrian facilities. As part of the 2024 Local Road Safety Plan online community survey, some respondents identified incomplete sidewalks as a needed safety improvement. Moreover, amending the 2021 update of the RTP to include Project 1, Project 2, and Project 3 makes progress on providing complete streets in the City of Ferndale, and facilitate active transportation in the community.

Main Objective: Efficient & Viable Transportation System

Sub-Objectives:

- Maintain the roadway system in a condition that maximizes resources and uses, and minimizes disruptions and costs. Increase data collection and assessments for active transportation connectivity, quality, and quantity in the region.

...

POLICY STREETS-6. Fix it first for safety: HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users. HCAOG supports a "fix it first" priority of protecting and preserving existing roadways and other transportation assets, with priority for communities that have been

> underinvested in or have borne disproportionate levels of harm from transportation infrastructure.

Staff consistency assessment: All of the projects requested to be added to VROOM propose to correct roadways with pavement condition indexes (PCI) ranging from 30 to 43, which corresponds to poor condition, which is lower than the County PCI average of 53. Amending VROOM to include Project 1, Project 2, and Project 3 is consistent with Policy Streets-6 as these are existing roadways in the City. These projects do not increase the existing capacity of the roadways.

As for the four other objectives (below), it is staff's estimation that the requested amendment is consistent with these objectives and policies as well, although the requested amendment furthers the objectives for Active Transportation Mode Share/Complete Streets and Efficient & Viable Transportation System to greater degree.

- Economic Vitality
- Environmental Stewardship & Climate Protection
- Equitable & Sustainable Use of Resources
- Safety & Health

ATTACHMENTS

1. Resolution No. 2025-18 with Exhibit A: A Resolution of the City Council of the City of Ferndale Requesting an Amendment to the Humboldt County Association of Governments adopted Regional Transportation Plan 2021 Update.
2. Resolution No. 2025-19: A Resolution of the City Council of the City of Ferndale Nominating Road Improvement Projects for inclusion in HCAOG's 2026 Regional Transportation Improvement Plan.

HCAOG
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – PROJECT CANDIDATE FORM

RTIP programming background:
If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency: City of Ferndale

Project Title: Project 1 – Shaw Ave, Main Street to Berding St.

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries? Project 1 is a fix it first project, and will rehabilitate an existing roadway. The project includes improving pedestrian accessibility by installing new accessible curb ramps at the corners of Berding Street thereby making progress on complete streets and pedestrian accessibility. The nature of the proposed pedestrian improvements will enhance safety for users.

Project Location (community name, corridor, street name, etc.): City of Ferndale, Shaw Ave. between Main Street and Berding Street.

Project Description: This stretch of road is a connecting street from Main Street to Berding St. and is heavily trafficked. It also sees traffic from the alley that bisects Shaw Ave. There's a lot going on with this section of road. Generally, this roadway is in poor condition. It was given a PCI score of 30 (Main St. to Berding St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

There are large potholes where the alley exits onto Shaw Ave. There is no concrete gutter located on the south side of Shaw Ave from Main Street for ±100-feet which is causing the asphalt to erode away from the drainage that comes off of Main Street. Lastly, the crown of the road from the alley to Berding St. allows drainage to cross the roadway (from south to north) which bypasses the drainage inlet located at the southwest corner of Shaw & Berding.

This project proposes to add a new concrete gutter from Main Street to where the existing concrete gutter starts, reconstruct the roadway where the potholes are located at the alley exits and to repair and pave both alleys for 20' beyond the back of the sidewalk. It is also proposed to regrade the crown of the road to reduce drainage crossover. The remainder of the roadway from is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by replacing some of the sidewalks where there is severe cracking of the concrete surface. It also proposes to reconstruct the driveway drops at both alleys to accessibility standards.

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Berding Street.

To help alleviate roadway flooding on Shaw Ave. the project proposes installing new underground drainage piping and storm drain inlets from Main Street to the existing storm drain infrastructure on Berding Street. This

portion of the project is noted in the '2022 Drainage Master Plan Update' as 'Problem Area 3'.

Is the project in the 2022 RTP? Concurrently with this project nomination, the Acting City Manager has filed a request for HCAOG to amend the 2022 RTP to include this project as provided by City Council Resolution 2025-18. Upon adoption of the requested amendment by the HCAOG board, Project 1 will be in the 2022 RTP.

Are you requesting State only funding? Yes, State-only funding is requested.

What community engagement activities have been conducted for this project so far? The nomination of Project 1 for inclusion in the RTIP was a discussion item on the City Council's regular meeting agenda of September 17, 2025. Three members of community provided input on the item. All speakers spoke in support of nominating all three projects. In 2024, the City of Ferndale prepared a local road safety plan. That effort included the release of an online community survey in August. The survey was available for residents to complete for approximately 30 days. Approximately 80 community members took the survey. In response to questions that asked for input about factors that discourage walking and needed transportation safety improvements, a number of respondents mentioned the condition of City roads and sidewalks as discouraging use by pedestrians.

In 2022, NCE Engineering on behalf of HCOAG, prepared the '2021/2022 Pavement Management Program Update' that included the streets and roads of the City of Ferndale. In December 2023, the mayor, a councilman, the City Manager, City Engineer and Police Chief conducted a walking survey of the City's streets to identify areas noted in NCE's report with 'Poor' (PCI 25 – 49) to 'Failed' (<25) PCI numbers. Seven locations were identified and put on the priority list for 2024 titled 2024 Road Maintenance Priority List, although no particular order was given. Project 1 is included in the 2024 Road Maintenance Priority List. The report was a discussion item on the Council's regular meeting agenda of February 21, 2024. At the February 2024 meeting, and the March 2024 regular meeting, there was discussion about the general poor condition of the City's roads and the challenge of obtaining funding to perform the repairs needed.

To the maximum extent feasible, have complete streets elements been included in the project? Explain. Yes, pedestrian facilities that adjoin the roadway and that have been identified by the City Engineer as needing repair and accessibility improvements are included in the scope of work for Project 1. As a local road and as part of the route to Main Street and Ferndale Elementary further to the west, bicyclists use the roadway and shoulder areas although this portion of the transportation network does not have a dedicated bike lane.

D**oes your project funding request include uncommitted funds?** Explain. No, the project funding request does not include uncommitted funds.

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road? Link to Caltrans maps: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps[1]
According to
https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538
and https://www2.census.gov/geo/pdfs/maps-data/maps/reference/2010UAUC_List.pdf, Project 1's roadway segment is classified as a minor rural collector and is not a federal-aid eligible road.

[1] As of the writing of this report, it is noted that the linked content is no longer available at this URL, and has been moved.

Provide Project Component funding needs: <u>NOTE</u>: The "Project Funding" section in the accompanying PSR is the City's Engineer's project costs prepared in September 2025 dollars. The cost below reflect the application of a 3% CPI applied to the September 2025 project costs pushed through to Sept 2030.

Project Component	**Cost Estimate**	**STIP Funding Request**	**Other fund contribution**	**Allocation Schedule**
Environmental Studies & Permits	$8,114	$8,114	$0	October 2028
Plans, Specifications & Estimates	$81,150	$81,150	$0	December 2028
Right of Way	$0	$0	$0	n/a
Construction	$606,301	$606,301	$0	Start August 2029
Total	**$695,565**	**$695,565**	$0	

Please describe any other relevant information about this project you feel will be useful in project selection. Additional attachments (i.e. maps, photos) may also be included with the submittal.

Project Study Report (PSR)

To Request Programming in the 2026 STIP for:

- Project Approval and Environmental Document (PA&ED)
- Plans, Specifications, and Estimate (PS&E)
- Construction

PROJECT 1

Shaw Ave. Pavement Rehabilitation Project
City of Ferndale

Approval Recommended By

_____ Date: 9/19/2025

Brian Ontiveros,
City of Ferndale, City Engineer

Recommendations

This project study report has been prepared in the direction of the following civil engineer. The registered civil engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.

REGISTERED PROFESSIONAL ENGINEER
BRIAN A. ONTIVEROS
NO. C55968
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

Introduction

The City of Ferndale is proposing improvements on Shaw Avenue from Main Street to Berding Street. The project will repair degraded roadway surfaces and improve pedestrian safety through sidewalk and ADA improvements. The project will also improve the drainage infrastructure on Shaw Ave to help reduce flooding.

Background

This stretch of road is a connecting street from Main Street to Berding St. and is heavily trafficked. It also sees traffic from the alley that bisects Shaw Ave. Generally, this roadway is in poor condition. It was given a PCI score of 30 (Main St. to Berding St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

There are large potholes where the alley exits onto Shaw Ave. There is no concrete gutter located on the south side of Shaw Ave from Main Street for ±100-feet which is causing the asphalt to erode away from the drainage that comes off of Main Street. Lastly, the crown of the road from the alley to Berding St. allows drainage to cross the roadway (from south to north) which bypasses the drainage inlet located at the southwest corner of Shaw & Berding.

Project Description

This project proposes to add a new concrete gutter from Main Street to where the existing concrete gutter starts, reconstruct the roadway where the potholes are located at the alley exits and to repair and pave both alleys for 20' beyond the back of the sidewalk. It is also proposed to regrade the crown of the road to reduce drainage crossover. The remainder of the roadway from is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by replacing some of the sidewalks where there is severe cracking of the concrete surface. It also proposes to reconstruct the driveway drops at both alleys to accessibility standards.

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Berding Street.

Purpose and Need

Purpose:
The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on a portion of Shaw Ave., improve pedestrian accessibility in this area and alleviate future roadway flooding.

Need:
This portion of Shaw Ave. is in poor condition with many potholes. There is poor drainage in this area causing the asphalt to erode away. The sidewalks and curbs do not conform to current Accessibility standards.

Deficiencies

Shaw Ave. was identified to have a Pavement Condition Index (PCI) of 30 in the '2021/2022 Pavement Management Program Update' for the City of Ferndale. There has been no maintenance on this section of roadway for quite some time. If the pavement condition on the roads is not rehabilitated soon, it will continue to deteriorate and ultimately require the entire roadway to be fully reconstructed.

Alternatives

No Project
This "no project" option does not meet the purpose and need.

Reconstruction Only at Potholes in Roadway
This option does not address the need for accessible pedestrian access and will result in additional rehabilitation of the roadway in the near future. It also does not alleviate the flooding that annual occurs.

Preferred Option
The preferred option addresses safety for both pedestrian and vehicular traffic and improves the exit from the alleys onto Shaw Ave. The project as proposed will also address flooding on Shaw Ave and across Berding Street.

Environmental Clearances

The Project meets the definition of a "project" under Section 15378 of the California Environmental Quality Act of 1970, as amended (CEQA). As the "project sponsor," the City of Ferndale would be the CEQA Lead Agency.

This project includes the rehabilitation of existing pavement and other improvements entirely within the existing public right-of-way. It is anticipated that the project will qualify for a CEQA Notice of Exemption (NOE) and that no federal funding will be used and therefore NEPA clearance will not be required (not applicable).

Hazardous Materials/Waste

There is no indication of contamination within the footprint of the project.

Traffic Management

Standard traffic control, such as lane shifts and temporary delays will be required during construction.

Cultural Resources

All excavation will take place in areas that have previously been disturbed; therefore, it is not expected that a cultural monitor be required. However, local tribes will be notified and inadvertent discovery language included in the project plans and specifications.

Biological Resources

The project will occur in the existing roadway and there is no expected impact to biological resources.

Coastal Zone

The project is not located within the coastal zone.

Project Schedule

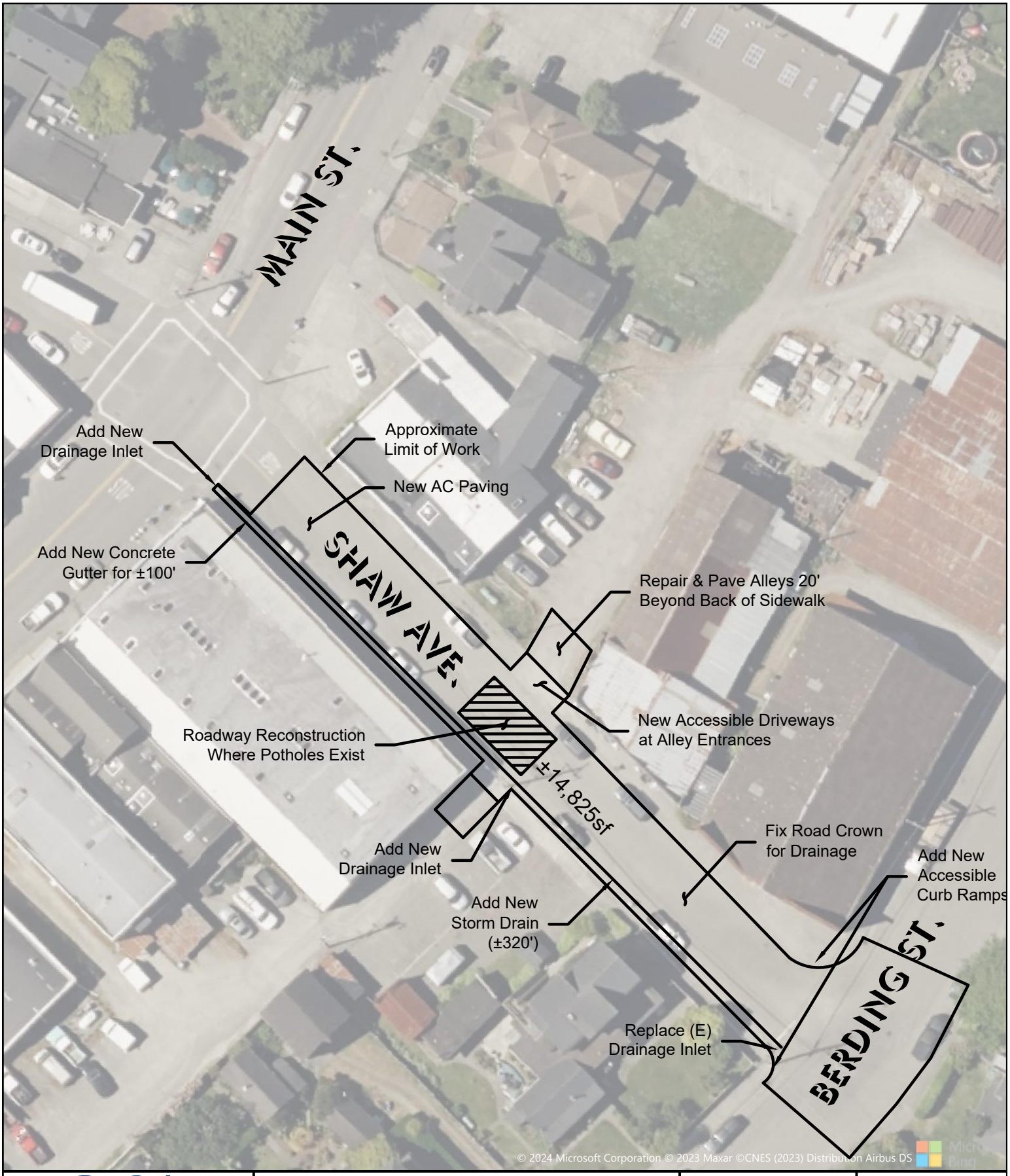
PA&ED	Complete in October 2028
PS&E	Complete in December 2028
R/W	NA
CONSTRUCTION	Start August 2029

Project Funding

PA&ED	$7,000
PS&E	$70,000
R/W	NA
CONSTRUCTION	$523,000
TOTAL	$600,000

Project Contact

Brian Ontiveros
City Engineer, City of Ferndale
(707) 725-7410



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Ontiveros.Assoc@att.net

Project 1

Shaw Avenue,

Between Main St. & Berding St.

PROJECT NO:	25-004:13
DATE:	9/16/2025
DRAWN BY:	BAO
CHK'D BY:	BKO

SHT 1

HCAOG
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – PROJECT CANDIDATE FORM

RTIP programming background:
If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency: City of Ferndale

Project Title: Project 2 – Francis Street, Between Francis Creek & Eugene Street

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries? Project 2 is a fix it first project, and will rehabilitate an existing roadway. The project positively contributes to complete streets and pedestrian accessibility by completing a sidewalk section that is in the project area, and installing new accessible curb ramps at the corners of Eugene Street. The project will also improve connectivity with a City park, Firemen's Park. The nature of the proposed pedestrian improvements will enhance safety for users.

Project Location (community name, corridor, street name, etc.): City of Ferndale, Francis Street, between Francis Creek and Eugene Street.

Project Description: This section of roadway is the extension off of Main Street from downtown and is one of two commuter roads serving Firemen's Park. The roadway is heavily potholed leading up to the bridge as well as a couple other discrete locations between the bridge and Eugene Street. This section of road was given a PCI score of 40 (Bridge to Ocean Ave) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

It is proposed to reconstruct the heavily damaged center section of roadway from the bridge for ±110-feet. It is also proposed to repair two smaller sections of the roadway with potholes as shown on the exhibit. The remainder of the roadway from the bridge to Eugene Street is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by completing the sidewalk from the house on the east side of the roadway to the pedestrian footbridge over Francis Creek (±65').

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Eugene Street.

Is the project in the 2022 RTP? Concurrently with this project nomination, the Acting City Manager has filed a request for HCAOG to amend the 2022 RTP to include this project as provided by City Council Resolution 2025-18. Upon adoption of the requested amendment by the HCAOG board, Project 2 will be in the 2022 RTP.

Are you requesting State only funding? Yes, State-only funding is requested.

What community engagement activities have been conducted for this project so far? The nomination of Project 2 for inclusion in the RTIP was a discussion item on the City Council's regular meeting agenda of September 17, 2025.

Three members of community provided input on the item. All speakers spoke in support of nominating all three projects. In 2024, the City of Ferndale prepared a local road safety plan. That effort included the release of an online community survey in August. The survey was available for residents to complete for approximately 30 days. Approximately 80 community members took the survey. In response to questions that asked for input about factors that discourage walking and needed transportation safety improvements, a number of respondents mentioned the condition of City roads and sidewalks as discouraging use by pedestrians.

In 2022, NCE Engineering on behalf of HCOAG, prepared the '2021/2022 Pavement Management Program Update' that included the streets and roads of the City of Ferndale. In December 2023, the mayor, a councilman, the City Manager, City Engineer and Police Chief conducted a walking survey of the City's streets to identify areas noted in NCE's report with 'Poor' (PCI 25 – 49) to 'Failed' (<25) PCI numbers. Seven locations were identified and put on the priority list for 2024 titled 2024 Road Maintenance Priority List, although no particular order was given. Project 2 is included in the 2024 Road Maintenance Priority List. The report was a discussion item on the Council's regular meeting agenda of February 21, 2024. At the February 2024 meeting, and the March 2024 regular meeting, there was discussion about the general poor condition of the City's roads and the challenge of obtaining funding to perform the repairs needed.

To the maximum extent feasible, have complete streets elements been included in the project? Explain. Yes, pedestrian facilities that adjoin the roadway and that have been identified by the City Engineer as needing repair and accessibility improvements are included in the scope of work. As a local road and as the route to Firemen's Park, bicyclists use the roadway and shoulder areas although this portion of the transportation network does not have a dedicated bike lane.

Does your project funding request include uncommitted funds? Explain. No, the project funding request does not include uncommitted funds.

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road? Link to Caltrans maps: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps[1]
According to
https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538,
Project 2's roadway segment is classified as a local street and is not a federal-aid eligible road.

Provide Project Component funding needs: NOTE: The "Project Funding" section in the accompanying PSR is the City's Engineer's project costs prepared in September 2025 dollars. The cost below reflect the application of a 3% CPI applied to the September 2025 project costs pushed through to Sept 2030.

Project Component	Cost Estimate	STIP Funding Request	Other fund contribution	Allocation Schedule
Environmental Studies & Permits	$5,797	$5,797	$0	Oct 2028
Plans, Specifications & Estimates	$57,963	$57,963	$0	December 2028
Right of Way	$0	$0	$0	n/a
Construction	$417,338	$417,338	$0	Start Aug. 2029
Total	**$481,098**	**$481,098**	$0	

Please describe any other relevant information about this project you feel will be useful in project selection. Additional attachments (i.e. maps, photos) may also be included with the submittal.

[1] As of the writing of this report, it is noted that the linked content is no longer available at this URL, and has been moved.

Project Study Report (PSR)

To Request Programming in the 2026 STIP for:

- Project Approval and Environmental Document (PA&ED)
- Plans, Specifications, and Estimate (PS&E)
- Construction

PROJECT 2

Francis Street Pavement Rehabilitation Project
City of Ferndale

Approval Recommended By

_____ Date: 9/19/2025

Brian Ontiveros,
City of Ferndale, City Engineer

Recommendations

This project study report has been prepared in the direction of the following civil engineer. The registered civil engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.

REGISTERED PROFESSIONAL ENGINEER
BRIAN K. ONTIVEROS
NO. C55968
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

Introduction

The City of Ferndale is proposing improvements on Francis Street between Francis Creek and Eugene Street. The project will repair degraded roadway surfaces and improve pedestrian safety through sidewalk and ADA improvements. Francis Street is one of two accesses to Firemans Park and the Firemans Pavillion which are two heavily used facilities within the city.

Background

The roadway is heavily potholed leading up to the bridge as well as a couple other discrete locations between the bridge and Eugene Street. This section of road was given a PCI score of 40 (Bridge to Ocean Ave) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

Project Description

It is proposed to reconstruct the heavily damaged center section of roadway from the bridge for ±110-feet. It is also proposed to repair two smaller sections of the roadway with potholes as shown on the exhibit. The remainder of the roadway from the bridge to Eugene Street is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes to improve pedestrian traffic by completing the sidewalk from the house on the east side of the roadway to the pedestrian footbridge over Francis Creek (±65').

The project also proposes to improve pedestrian accessibility by installing new accessible curb ramps at the corners of Eugene Street.

Purpose and Need

Purpose:
The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on a portion of Francis Street and improve pedestrian accessibility in this area.
Need:
This portion of Francis Street is in poor condition with many potholes. The center of the roadway is heavily damaged. The sidewalk is not complete to the footbridge over Francis Creek.

Deficiencies

Francis Street was identified to have a Pavement Condition Index (PCI) of 40 (Bridge to Ocean Ave) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale. There have been no maintenance on this section of roadway for quite some time. If the pavement condition on the roads is not rehabilitated soon, it will continue to deteriorate and ultimately require the entire roadway to be fully reconstructed.

Alternatives

No Project

This "no project" option does not meet the purpose and need.

Reconstruction Only at Potholes

This option does not address the need for complete pedestrian access and will result in additional rehabilitation of the roadway in the near future.

Preferred Option

The preferred option addresses safety for both pedestrian and vehicular traffic and provides a complete pedestrian path to the park facilities.

Environmental Clearances

The Project meets the definition of a "project" under Section 15378 of the California Environmental Quality Act of 1970, as amended (CEQA). As the "project sponsor," the City of Ferndale would be the CEQA Lead Agency.

This project includes the rehabilitation of existing pavement and other improvements entirely within the existing public right-of-way. It is anticipated that the project will qualify for a CEQA Notice of Exemption (NOE) and that no federal funding will be used and therefore NEPA clearance will not be required (not applicable).

Hazardous Materials/Waste

There is no indication of contamination within the footprint of the project.

Traffic Management

Standard traffic control, such as lane shifts and temporary delays will be required during construction.

Cultural Resources

All excavation will take place in areas that have previously been disturbed; therefore, it is not expected that a cultural monitor be required. However, local tribes will be notified and inadvertent discovery language included in the project plans and specifications.

Biological Resources

The project will occur in the existing roadway and there is no expected impact to biological resources.

Coastal Zone

The project is not located within the coastal zone.

Project Schedule

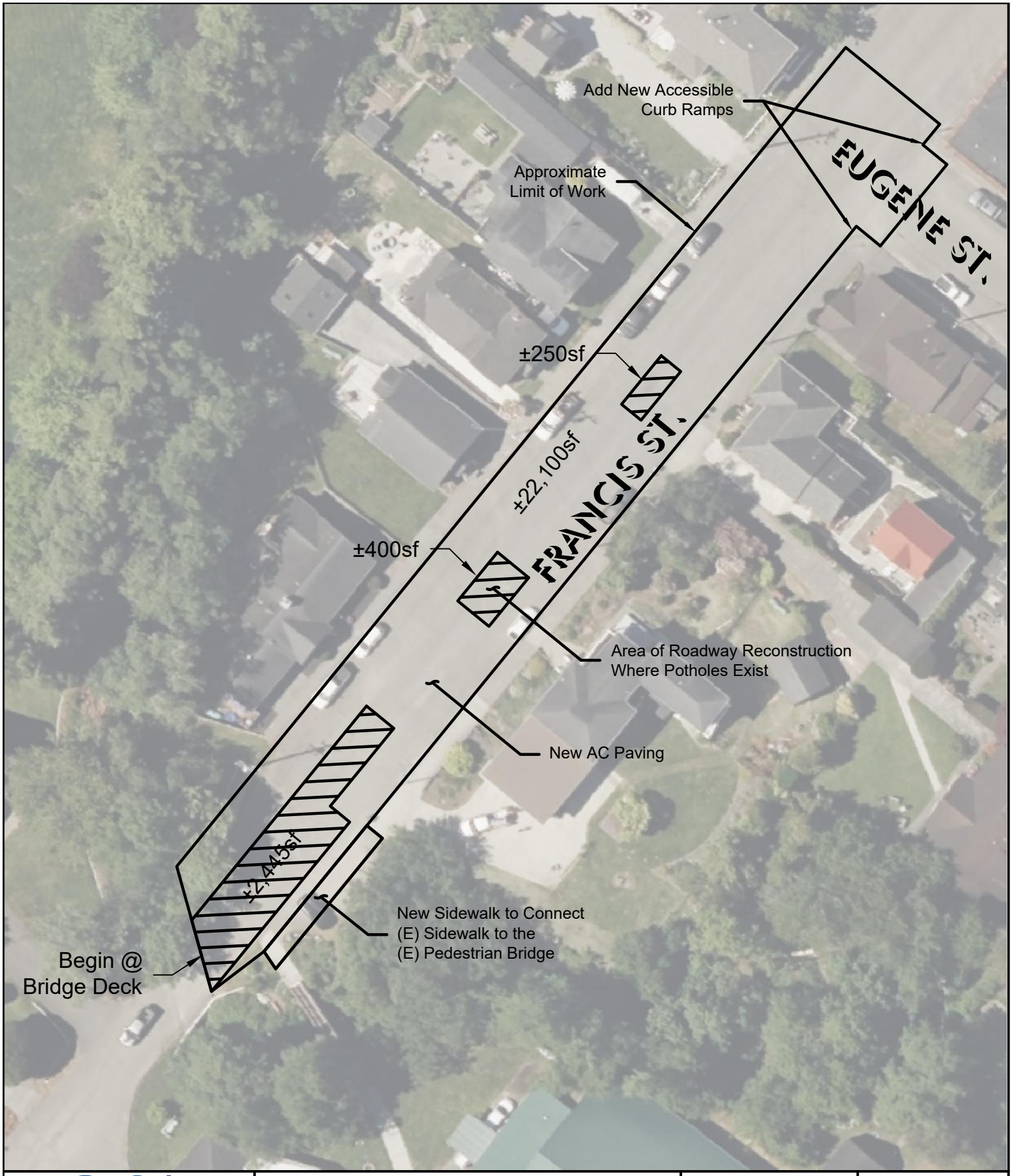
PA&ED	Complete in October 2028
PS&E	Complete in December 2028
R/W	NA
CONSTRUCTION	Start August 2029

Project Funding

PA&ED	$5,000
PS&E	$50,000
R/W	NA
CONSTRUCTION	$360,000
TOTAL	$415,000

Project Contact

Brian Ontiveros
City Engineer, City of Ferndale
(707) 725-7410



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Ontiveros.Assoc@att.net

Project 2

Francis Street,

Between Francis Creek & Eugene Street

PROJECT NO:	25-004:13
DATE:	9/16/2025
DRAWN BY:	BAO
CHK'D BY:	BKO

SHT 1

HCAOG
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) – PROJECT CANDIDATE FORM

RTIP programming background:
If the project is on a State Highway, a Project Study Report (PSR) is required. If not, a PSR equivalent is required. The PSR equivalent at a minimum must be adequate to define and justify the project scope, cost and schedule. The PSR or PSR equivalent must be submitted with this programming request.

Applicant Agency: City of Ferndale

Project Title: Project 3 – Ocean Ave, from Main St to just beyond Portuguese Hall

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)? If a safety project, will the project reduce fatalities or number and severity of injuries? Project 3 is a fix it first project, and will rehabilitate an existing roadway. The project makes progress on complete streets by reconstructing the driveway drop at the alley to accessibility standards for pedestrian accessibility. The nature of the proposed pedestrian improvements will enhance safety for users.

Project Location (community name, corridor, street name, etc.): City of Ferndale, a roughly 190 foot segment of Ocean Ave. from the intersection of Ocean Ave. and Main Street, then westward to just beyond Portuguese Hall as shown on the attached exhibit.

Project Description: This section of roadway comes off of Main Street from downtown and is the connector road serving the Wildcat to Petrolia. The north side of the road at Main Street is heavily distressed with large potholes at the exit of the alley adjacent to Portuguese Hall. This section of road was given a PCI score of 43 (Main St. to 5th St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale.

It is proposed to reconstruct the heavily damaged section of roadway in front of the Alley for approximately 35'. It is also proposed to repair and pave the alley surface for 20' beyond the back of the sidewalk. The remainder of the roadway from the Main St to just past Portuguese Hall is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes improving pedestrian accessibility by reconstructing the driveway drop at the alley to accessibility standards (±35').

Is the project in the 2022 RTP? Concurrently with this project nomination, the Acting City Manager has filed a request for HCAOG to amend the 2022 RTP to include this project as provided by City Council Resolution 2025-18. Upon adoption of the requested amendment by the HCAOG board, Project 3 will be in the 2022 RTP.

Are you requesting State only funding? Yes, State-only funding is requested.

What community engagement activities have been conducted for this project so far? The nomination of Project 3 for inclusion in the RTIP was a discussion item on the City Council's regular meeting agenda of September 17, 2025. Three members of community provided input on the item. All speakers spoke in support of nominating all three projects. In 2024, the City of Ferndale prepared a local road safety plan. That effort included the release of an online community survey in August, which was available for residents to complete for about 30 days. Approximately 80 community members took the survey. In response to questions that asked for input about factors that discourage walking and needed transportation safety improvements, a number of respondents mentioned the condition of City

roads and sidewalks as discouraging use by pedestrians, and .

In 2022, NCE Engineering on behalf of HCOAG, prepared the '2021/2022 Pavement Management Program Update' that included the streets and roads of the City of Ferndale. In December 2023, the mayor, a councilman, the City Manager, City Engineer and Police Chief conducted a walking survey of the City's streets to identify areas noted in NCE's report with 'Poor' (PCI 25 – 49) to 'Failed' (<25) PCI numbers. Seven locations were identified and put on the priority list for 2024 titled 2024 Road Maintenance Priority List, although no particular order was given. Project 3 is included in the 2024 Road Maintenance Priority List. The report was a discussion item on the Council's regular meeting agenda of February 21, 2024. At the February 2024 meeting, and the March 2024 regular meeting, there was discussion about the general poor condition of the City's roads and the challenge of obtaining funding to perform the repairs needed.

To the maximum extent feasible, have complete streets elements been included in the project? Explain. Yes, pedestrian facilities that adjoin the roadway and that have been identified by the City Engineer as needing repair and accessibility improvements are included in the scope of work. Although this portion of the transportation network does not have dedicated bike lanes, bicyclists use the roadway and shoulder areas. This roadway section is part of the route for users to access the Wildcat and Centerville Beach.

D**oes your project funding request include uncommitted funds?** Explain. No, the project funding request does not include uncommitted funds.

If a rehabilitation project, is it located on a federal-aid eligible road (higher than a local or minor collector road? Link to Caltrans maps: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps[1]
According to
https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538,
Project 3's roadway segment is classified as a major collector and is a federal-aid eligible road.

Provide Project Component funding needs: NOTE: The "Project Funding" section in the accompanying PSR is the City's Engineer's project costs prepared in September 2025 dollars. The cost below reflect the application of a 3% CPI applied to the September 2025 project costs pushed through to Sept 2030.

Project Component	**Cost Estimate**	**STIP Funding Request**	**Other fund contribution**	**Allocation Schedule**
Environmental Studies & Permits	$3,477	$3,477	$0	Oct. 2028
Plans, Specifications & Estimates	$34,778	$34,778	$0	Dec. 2028
Right of Way	$0	$0	$0	n/a
Construction	$210,988	$210,988	$0	Start Aug. 2029
Total	$249,243	$249,243	$0	

Please describe any other relevant information about this project you feel will be useful in project selection. Additional attachments (i.e. maps, photos) may also be included with the submittal.

[1] As of the writing of this report, it is noted that the linked content is no longer available at this URL, and has been moved.

Project Study Report (PSR)

To Request Programming in the 2026 STIP for:

- Project Approval and Environmental Document (PA&ED)
- Plans, Specifications, and Estimate (PS&E)
- Construction

PROJECT 3

Ocean Street Pavement Rehabilitation Project
City of Ferndale

Approval Recommended By

_____ Date:_____9/19/2025_____

Brian Ontiveros,
City of Ferndale, City Engineer

Recommendations

This project study report has been prepared in the direction of the following civil engineer. The registered civil engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.

REGISTERED PROFESSIONAL ENGINEER
BRIAN X. ONTIVEROS
NO. C58968
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

Introduction

The City of Ferndale is proposing improvements on Ocean Avenue from Main Street to just beyond Portuguese Hall. The project will repair degraded roadway surfaces and improve pedestrian safety through sidewalk and ADA improvements.

Background

The north side of the road at Main Street is heavily distressed with large potholes at the exit of the alley adjacent to Portuguese Hall. This section of road was given a PCI score of 43 (Main St. to 5th St.) in the '2021/2022 Pavement Management Program Update' for the City of Ferndale. The alley is heavily used for commercial deliveries for the businesses on Mian Street as well as an exit from the city parking lot.

Project Description

It is proposed to reconstruct the heavily damaged section of roadway in front of the Alley for approximately 35'. It is also proposed to repair and pave the alley surface for 20' beyond the back of the sidewalk. The remainder of the roadway from the Main St to just past Portuguese Hall is proposed to be ground down (cold planed) and resurfaced with new AC Pavement.

The project also proposes improving pedestrian accessibility by reconstructing the driveway drop at the alley to accessibility standards (±35').

Purpose and Need

Purpose:
The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on a portion of Ocean Ave. and improve pedestrian accessibility in this area.
Need:
This portion of Ocean Ave. is in poor condition with many potholes. The roadway is heavily damaged. The driveway drop at the alley does not conform to current accessibility standards.

Deficiencies

Ocean Ave. Street was identified to have a Pavement Condition Index (PCI) of 43 in the '2021/2022 Pavement Management Program Update' for the City of Ferndale. There has been no maintenance on this section of roadway for quite some time. If the pavement condition on the roads is not rehabilitated soon, it will continue to deteriorate and ultimately require the entire roadway to be fully reconstructed.

Alternatives

No Project

This "no project" option does not meet the purpose and need.

Reconstruction Only at Potholes in Roadway

This option does not address the need for complete pedestrian access and will result in additional rehabilitation of the roadway in the near future.

Preferred Option

The preferred option addresses safety for both pedestrian and vehicular traffic and improves the exit from the alley onto Ocean Ave.

Environmental Clearances

The Project meets the definition of a "project" under Section 15378 of the California Environmental Quality Act of 1970, as amended (CEQA). As the "project sponsor," the City of Ferndale would be the CEQA Lead Agency.

This project includes the rehabilitation of existing pavement and other improvements entirely within the existing public right-of-way. It is anticipated that the project will qualify for a CEQA Notice of Exemption (NOE) and that no federal funding will be used and therefore NEPA clearance will not be required (not applicable).

Hazardous Materials/Waste

There is no indication of contamination within the footprint of the project.

Traffic Management

Standard traffic control, such as lane shifts and temporary delays will be required during construction.

Cultural Resources

All excavation will take place in areas that have previously been disturbed; therefore, it is not expected that a cultural monitor be required. However, local tribes will be notified and inadvertent discovery language included in the project plans and specifications.

Biological Resources

The project will occur in the existing roadway and there is no expected impact to biological resources.

Coastal Zone

The project is not located within the coastal zone.

Project Schedule

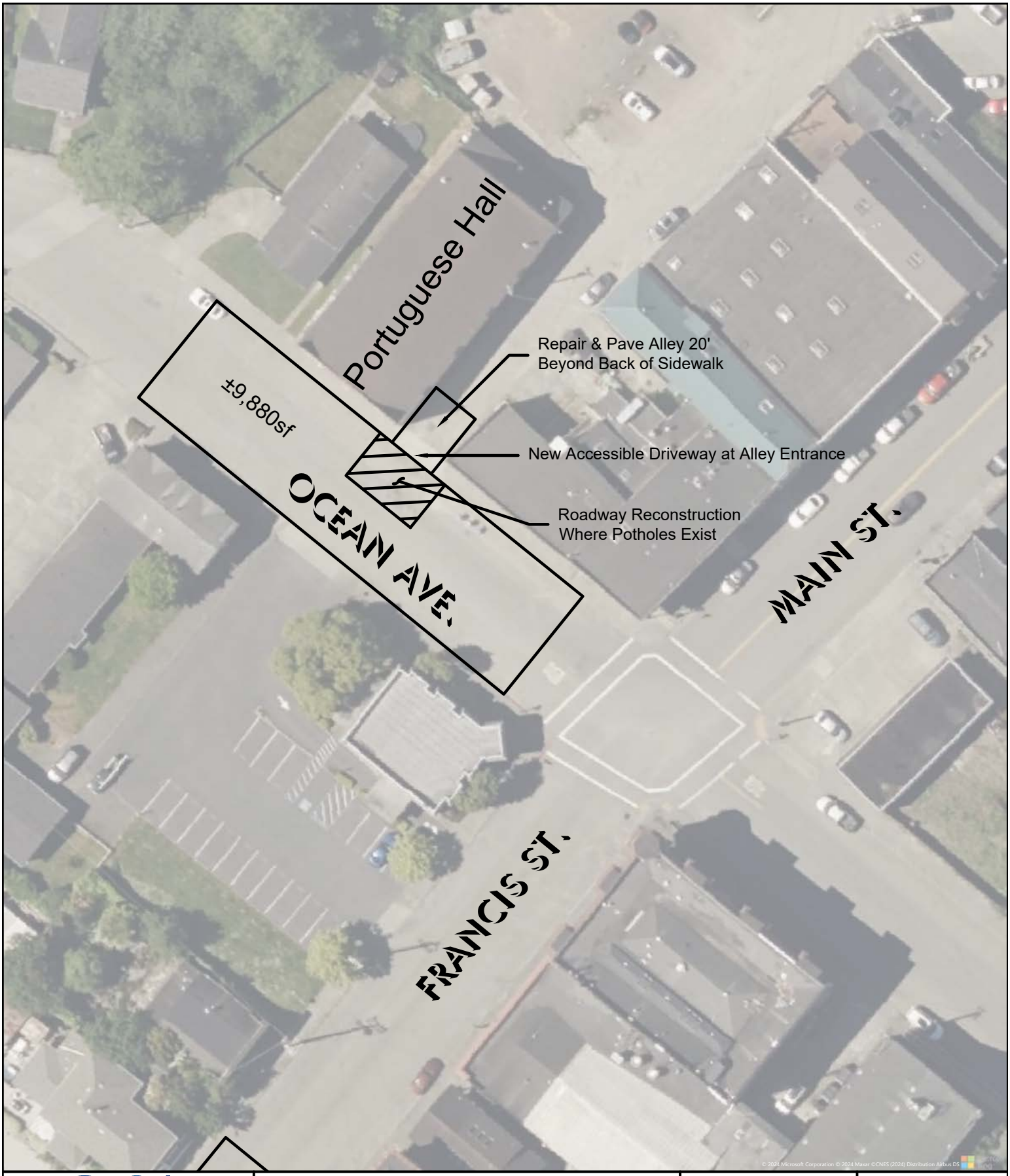
PA&ED	Complete in October 2028
PS&E	Complete in December 2028
R/W	NA
CONSTRUCTION	Start August 2029

Project Funding

PA&ED	$3,000
PS&E	$30,000
R/W	NA
CONSTRUCTION	$182,000
TOTAL	$215,000

Project Contact

Brian Ontiveros
City Engineer, City of Ferndale
(707) 725-7410



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Project 3

Ocean Avenue,

Between Francis St./Main St. &

Portuguese Hall

PROJECT NO:	25-004-:13
DATE:	9/16/2025
DRAWN BY:	BAO
CHK'D BY:	BKO

SHT 1