

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_maps¹

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)

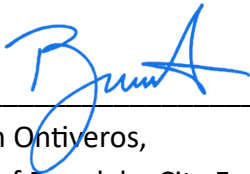
To Request Programming in the 2026 STIP for:

- 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

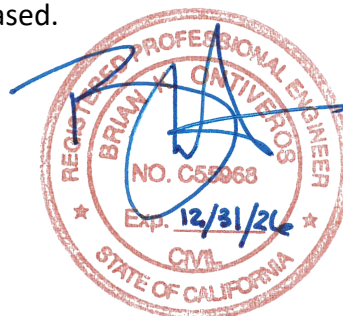


Brian Ontiveros,
City of Ferndale, City Engineer

Date: 9/19/2025

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.



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 ($\pm 65'$).

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
<u>CONSTRUCTION</u>	<u>\$360,000</u>
TOTAL	\$415,000

Project Contact

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