



# “In the Works”

## Striving to be the Leading Public Works Department Through Innovative Stewardship of Infrastructure and Environment

**Stanislaus County  
Public Works**

**Volume 8, Issue 1  
March 2016**

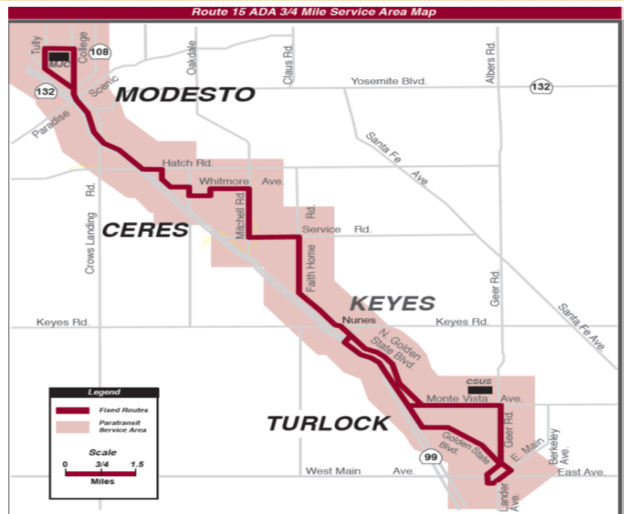
### Proposed Fare Structure & Americans with Disabilities Act (ADA) Complementary Paratransit Service Submitted by Eunice Lovi

As a result of the 2010 Census, part of the County's public transit system, Stanislaus Regional Transit (StART) was absorbed into the Modesto Urbanized Area (UZA). The areas absorbed into the Modesto UZA included the Cities of Riverbank, Oakdale, and Hughson as well as the unincorporated community of Keyes. Given these changes, StART was reclassified from a rural transit system to a small urban transit system. These changes also created the opportunity for StART to receive additional transit funding source apportioned by the Federal Transit Administration (FTA) to transit systems in urbanized areas. The new funding opportunity is called Section 5307 Urbanized Transit Grant Program and in cooperation with the Stanislaus Council of Governments as well as collaboration with the City of Modesto Transit Division, StART became a sub-recipient of the City of Modesto. As result, the Stanislaus County Board of Supervisors approved a Memorandum of Understanding between the County and City in November 2014.

To be eligible to receive the new transit funding source, transit agencies must comply with federal regulations. These regulations include compliance with the Half-Fare Policy as well as implementation of the Americans with Disabilities Act (ADA) Complementary Paratransit Service in their service area. For the Half-Fare policy, the FTA requires transit systems to charge seniors, persons with disabilities and persons with Medicare cards half the fare paid by the general public on fixed route service. To comply with this policy, StART will need to restructure the existing fares to ensure seniors, persons with disabilities, and persons with Medicare cards pay half the fare charged on the fixed route system.

Similarly, StART must adhere to federal requirements and must provide ADA complementary paratransit service in its service area. This new type of service is also a demand responsive service and will be an origin to destination, door-to-door service. This service will mirror service hours on StART's fixed route system and must be provided within 3/4 miles on each side of an existing fixed route. In addition, eligible passengers must be certified to be able to use the new service. Since the FTA allows transit systems to charge twice as much as the fares charged on fixed route systems for ADA paratransit service, staff is considering charging passengers \$3.00 for one-way trips on the ADA complementary paratransit service. This service is also different from the current Dial-A-Ride (DAR) service in that the DAR service is a curb-to-curb service.

The route 15 map shown below illustrates a fixed route with the 3/4 mile on each side of the route as required by the FTA. The same maps will also be created for routes 10, 40, 45-East, 45-West, 60 and any future fixed route service implemented in the County's service area.



To receive input from the public, StART scheduled eight open houses throughout the county for the proposed fare structure in addition to eight open houses for the ADA complementary paratransit service. This will enable staff to receive comments and address concerns or answer questions from the public. Staff anticipates seeking approval for the proposed fare structure and ADA paratransit service in April 2016 and will incorporate feedback from the public in the board report. Upon approval by the Board of Supervisors, we anticipate implementing the new fare structure and ADA paratransit service in August 2016.



**Inside this issue:**

State Legislators with HUTA	2
Keyes Road/Faith Home Road Intersection	3
Safety Tip—Dangers of Rushing	3
Speed Humps	4
Public Works Staff Updates	4

### Ethics Quotes Andrena Sawyer

**“Whatever  
you do,  
be sure to do  
it well.”**

### Word of the Quarter Collaboration

### "Health & Safety Byte"

**Before you do it,  
take time to think  
through it.**

**Safety is no accident!**



## State Legislators with HUTA (Highway Users Tax Account) Submitted by Matt Machado

Stanislaus County Public Works is responsible for the maintenance of more than 1,500 miles of roads and 230 bridges. Typical maintenance of our roadways include: shoulder maintenance, dirt road grading, pothole repair, crack sealing, resurfacing of pavements, and roadway rehabilitation or reconstruction. A proper maintenance schedule which would maintain the County's roads in good condition consists of:

- ◆ Asphalt overlay of 45 miles per year
- ◆ Chip resurfacing of 160 miles per year

During fiscal year 2014-2015 we were able to complete 11 miles of asphalt overlay and about 100 miles of chip resurfacing. This is far below meeting the basic needs of our transportation infrastructure. The County's annual infrastructure maintenance needs fall short by \$14 million per year in a typical year such as fiscal year 2014-2015. Currently, Stanislaus County roads have a Pavement Condition Index (PCI) rating of 55, far below the State average of 66. This will continue to decline due to a lack of funding. Currently, Stanislaus County has a backlog of deferred maintenance valued at \$73 million!

Fiscal year 2015-2016 saw a dramatic 23% reduction of roadway maintenance funding. This loss of funding meant that we eliminated our chip resurfacing program, our urban slurry seal program, and two road maintenance positions. Fiscal year 2016-2017 appears to be even worse requiring even deeper cuts to our roadway maintenance program including the loss of four more staff positions. By the end of fiscal year 2016-2017, annual deferred maintenance will be nearly \$20 million. The table below shows the deep cuts needed for the current fiscal year and the next when compared to fiscal year 2014-2015. Stanislaus County roads are disintegrating before our very eyes due to the lack of action by our State legislature to resolve this ongoing funding catastrophe.

Stanislaus County Department of Public Works

Roadway Maintenance Program	Fiscal Year 2014-15 HUTA Actual Revenue	Fiscal Year 2015-16 HUTA Projected Revenue	Fiscal Year 2016-17 HUTA Projected Revenue
	\$14,464,086*	\$11,091,304* <i>(23% reduction from prior year)</i>	\$10,135,702* <i>(9% reduction from prior year)</i>
Maintenance Staffing • Road Supervisors – 3 • Senior Road Maintenance Workers – 8 • Road Maintenance Workers - 42	Maintenance Staffing • Road Supervisors – 3 • Senior Road Maintenance Workers – 8 • Road Maintenance Workers - 42	Maintenance Staffing • Road Supervisors – 3 • Senior Road Maintenance Workers – 8 • Road Maintenance Workers - <b>40</b>	Maintenance Staffing • Road Supervisors – 3 • Senior Road Maintenance Workers – 8 • Road Maintenance Workers - <b>36</b>
Conventional Chip Seal Program	110 miles	<b>0 miles</b>	<b>0 miles</b>
Slurry Seal Program, urban roads	7.6 miles	<b>0 miles</b>	<b>0 miles</b>
Roadway Paving Program	5 miles	<b>0 miles</b>	<b>0 miles</b>
Roadway Patch Paving Program	4 Trucks placing 2,840 tons	<b>3 Trucks placing 2,130 tons</b>	<b>2 Trucks placing 1,420 tons</b>
Roadway Crack Sealing Program	12.6 miles	<b>8-10 miles</b>	<b>8-10 miles</b>
Dirt Road Grading Program	30 miles grade 2 times each	30 miles grade 2 times each	30 miles grade 2 times each
Bridge Maintenance Program	58 bridges received maintenance	<b>30-40 bridges to receive maintenance</b>	<b>30-40 bridges to receive maintenance</b>
Basin / Pump Station / Storm Drains / Culverts Maintenance Program –	Ongoing maintenance of 58 basins, 32 pump stations, 89 miles of pipelines, approximately 10,000 culverts	Ongoing maintenance of 58 basins, 32 pump stations, 89 miles of pipelines, approximately 10,000 culverts	Ongoing maintenance of 58 basins, 32 pump stations, 89 miles of pipelines, approximately 10,000 culverts
Roadway Shoulder Maintenance Program completing 83.5 miles	83.5 miles	<b>~60 miles</b>	<b>~60 miles</b>
Roadway Striping Program	878 miles	<b>700 miles</b>	<b>700 miles</b>
Roadway Legends Painting Program	1,632 legends painted	<b>Approx. 1,200 legends to be painted</b>	<b>Approx. 1,200 legends to be painted</b>
Roadway Signage Program	3,862 signs repaired / replaced	TBD	TBD
Roadway Sweeping Program	1,980 miles	1,980 miles	1,980 miles
Roadway Tree Maintenance Program	24 hour a day on call service plus routine road safety trimming, spending ~2,560 FTE hours	24 hour a day on call service plus routine road safety trimming, spending ~2,560 FTE hours	24 hour a day on call service plus routine road safety trimming, spending ~2,560 FTE hours
Vegetation Mowing Program, 1,000 hours	1,000 hours	1,000 hours	1,000 hours
Signal Maintenance Program	100 signals at an annual cost of \$80,000 for O&M	100 signals at an annual cost of \$80,000 for O&M	100 signals at an annual cost of \$80,000 for O&M
Street Light Maintenance Program	2,900 lights with 1 FTE dedicated to maintenance	2,900 lights with 1 FTE dedicated to maintenance	2,900 lights with 1 FTE dedicated to maintenance

\*HUTA (Highway Users Tax Account) is also used for administrative costs and local match for some state / federal funding programs



# Keyes Road / Faith Home Road Intersection

## Project Overview

Keyes Road at Faith Home Road Intersection project is located in Stanislaus County, north of the City of Ceres and south of the City of Turlock. The project limits are from 0.25 miles east and west of Faith Home Road to 0.25 miles north and south of Keyes Road. The intersection is currently controlled by an all - way stop. The heavily used intersection has an average daily traffic count of 10,694 vehicles with a truck traffic percentage of 26.47% and out of the 10,694 vehicles 5,347 goes through the intersection during peak hours (7am-9am, 4pm-6pm). The intersection currently has overhead flashing beacons.

The Keyes Road at Faith Home Road Intersection is part of the County's federally funded Congestion Mitigation Air Quality Program.

## Project Description

This project will install a traffic signal at the intersection of Keyes Road at Faith Home Road to improve air quality and reduce congestion on County roads.

## Project Funding and Information

Total Project Cost: \$1,500,000

CMAQ funding: \$1,200,000

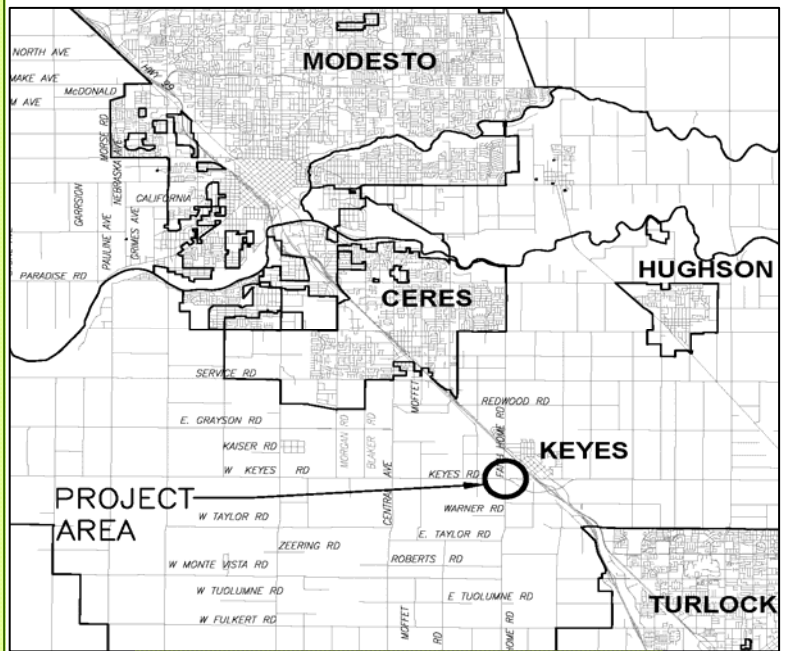
Local matching funds: \$300,000

Average Daily Traffic Volume (ADT):

ADT: 10,694 vehicles per day

4 Hour AM/PM Peak: 5,347 vehicles

Truck Traffic: 26.47%



Project Location Map



Keyes Road at Faith Home Road Intersection

## **Safety Tip—Dangers of Rushing**

Submitted by Deborah Hawkins

Rushing is human nature, but what we are not told is that rushing can result in accidents, errors, and more time spent in the long run. We need to do our jobs correctly and safely.

### **The dangers and serious long-term consequences of being in a hurry:**

- \* Accidents involving yourself and co-workers
- \* The need to re-do a task that you thought was already completed
- \* Product damage or loss
- \* Serious injury that could result in a disabling injury
- \* Loss of income from being out of work

Working carefully and deliberately gives you time to think about potential hazards and getting the job done right. Always putting safety first will help you not be in a rush. Safety is for life!





**Public Works**  
 1716 Morgan Road  
 Modesto, CA 95358-5805  
 Phone: 209-525-4130  
 Fax: 209-541-2505  
 1010 10th Street, Suite 4204  
 Modesto, CA 95354-0870  
[www.stancounty.com/publicworks](http://www.stancounty.com/publicworks)

Articles by Public Works Writers  
 Published by Keimi Espinoza 

Stanislaus County's Assistance Hotline:  
 1 (877) 2ASSIST / 1 (877) 227-7478

Stanislaus Regional Transit



Transit Division's website is:  
[www.srt.org](http://www.srt.org)  
 For route info call **StaRT** at  
 1-800-262-1516

Stanislaus County Public Works  
 Annual Report 2014



Public Works	1
Construction	2
Engineering	3
Planning	4
Transportation	5
Utilities	6
Public Works	7
Construction	8
Engineering	9
Planning	10
Transportation	11
Utilities	12
Public Works	13
Construction	14
Engineering	15
Planning	16
Transportation	17
Utilities	18
Public Works	19
Construction	20
Engineering	21
Planning	22
Transportation	23
Utilities	24
Public Works	25
Construction	26
Engineering	27
Planning	28
Transportation	29
Utilities	30

**Public Works' 2014 Annual Report is available online at the link below.**

Created by  
 Denae Davis

Edited by  
 Sylvia Jones and  
 Keimi Espinoza

<http://www.stancounty.com/publicworks/pdf/2014-annual-report.pdf>



**PUBLIC WORKS ALWAYS THERE**  
 NATIONAL PUBLIC WORKS WEEK  
 MAY 15 - 21, 2016

Follow us on Twitter  
 @dpwmachado



**National Public Works Week**  
 May 15-21, 2016

## SPEED HUMPS

Submitted by David Leamon

Speeding in urban residential zones is one of the most common complaints the Department of Public Works' Traffic Engineering division receives. In the past, there were limited tools to control residential speeds, which are by statute, 25 miles per hour. One method used was enforcement in conjunction with California Highway Patrol; however, this is temporary as resources are limited. Another method that was used is temporary or permanent speed feedback signs that report a driver's speed in flashing lights. Speed humps are used on public streets in residential areas to reduce traffic speeds. Speed humps are 12 feet wide and 3 inches to 4 inches high. Their parabolic shape is designed to permit vehicles to traverse them at reasonable speeds without significant discomfort to the passengers.



**Speed Humps—**  
 Appropriate for residential areas



**Speed Bumps—**  
 Appropriate for parking lots

Traffic staff has been working on a proposed Speed Hump Policy, so that citizens can request speed humps within the County. Due to department financial constraints and the volume of requests received for such devices, Public Works is recommending that residents privately fund the application fees and construction of speed humps in their neighborhoods. At the time of the request, staff will provide a cost estimate for the engineering studies necessary to determine if speed humps or other traffic calming measures are feasible at the location requested. The neighborhood's homeowners association or other interested parties will need to fund the engineering studies and subsequent installation of the speed humps.

The installation of speed humps may cost upwards of \$4,000 each, with most implementations requiring two to three speed humps spaced approximately 200-300 feet from each other. This configuration will encourage drivers to maintain slower speeds as opposed to intermittent acceleration and braking. Applications will require review from local law and fire agencies and will only be allowed on roads that are classified as local roads.

## Public Works Staff Updates

**New Employee:**  
**Sharon Solero** (Staff Services Analyst) joined our Transit Division on 3/21/16.

*Welcome aboard!*

**Births:**  
**April Henderson-Potter** (Staff Services Analyst, Transit Division) has a new daughter named Ezra who was born on 9/30/15.  
**Fred Arroyo** (Road Maintenance Worker III, Roads/Bridges Division) has a new great-grandson named Ezekiel Garcia who was born on 10/29/15.  
**Wesley Eslinger** (Road Maintenance Worker III, Roads/Bridges Division) has a new daughter named Alexia who was born on 2/4/16.  
**Keith Wilcox** (Senior Road Maintenance Worker, Roads/Bridges Division) has a new grandson named Wesley who was born on 2/25/16.  
**Garett Smith** (Road Maintenance Worker I, Roads/Bridges Division) has a new daughter named Rylee who was born on 3/7/16.

*Congratulations!*