

115 - ROAD

Operational Summary

Description:

The Road Fund constructs, maintains, and manages the public road system in the unincorporated areas of Orange County and with contract cities including traffic engineering and traffic signal maintenance. The program also provides construction inspection and performs quality assurance inspections related to the construction of infrastructure within unincorporated planned communities.

At a Glance:

Total FY 2006-2007 Actual Expenditure + Encumbrance:	55,485,894
Total Final FY 2007-2008	100,548,188
Percent of County General Fund:	N/A
Total Employees:	218.00

Strategic Goals:

- Utilize all Highway Users Tax (gas tax) revenues for the Road Fund, including Prop 42 and Prop 1B funds.
- Supplement Road Fund capital projects with available grants.
- Employ project management techniques to ensure timely and cost effective delivery of capital projects.
- Maintain roads, bridges and road related infrastructure including traffic signals in unincorporated County of Orange and contract cities.
- Continue use of the Orange County pavement management system to insure ongoing maintenance of roads in unincorporated Orange County.
- Influence choice of National Pollutant Discharge Elimination System (NPDES) best management practices for roads based on minimizing long-term maintenance costs.
- Review subdivision development plans to insure County operation and safety needs are met.

Key Outcome Indicators:

Performance Measure	2006 Business Plan	2007 Business Plan	How are we doing?
	Results	Target	
ACCIDENTS PER CENTERLINE MILE What: Number of reported traffic accidents per centerline mile of maintained unincorporated County roads. Why: Indicates safety of roadway system operated by the County.	1.8 reported accidents per centerline mile.	Maintain 2.0 reported accidents per centerline mile.	Exceeded target.



Key Outcome Indicators: (Continued)

Performance Measure	2006 Business Plan	2007 Business Plan	How are we doing?
	Results	Target	
GOOD OR BETTER PAVEMENT CONDITION RATING FOR ROADS. What: Percent of unincorporated County roads with a surface pavement condition rating of "Good" or "Fair". Why: Well-maintained pavement costs less to service & provides more efficient & safer travel for public.	Unincorporated County road surface pavement rating of Good or better for FY 06-07 is anticipated to be 91%.	91%.	On target.
ACCEPTABLE OPERATING SPEED AT COUNTY ARTERIAL INTERSECTIONS. What: A measure that the posted speed limit is an acceptable operating speed for conditions. Why: Indicates efficiency of roadway system in unincorporated areas as the result of design improvements.	100% of the County Arterial Intersections have acceptable operating speed as determined independently by the Orange County Transportation Authority.	Maintain the County Arterial Intersections with acceptable speed at 100%.	On target.

FY 2006-07 Key Project Accomplishments:

- Proposition 42 - The voters of the State of California approved Proposition 42 (Prop. 42), as a legislative amendment to the State constitution, on March 5, 2002, to provide California Counties with funds for roadway pavement maintenance activities. Generally, Prop. 42 provides funds to improve the roadway pavement surface and repair road related drainage deficiencies. Recently the state program provided the County \$22 million for expenditure by the end of FY 07-08, and anticipates annual disbursement of \$19 million in FY 08-09 and beyond.
- 35 Year Plan - Following the Orange County Transportation Authority's (OCTA) inquiry into County road revenue projections over the next 35 years, RDMD evaluated and confirmed need for future County Road revenue and obligatory expenditures within this period.
- Road Program Grant Administration - Road Programs administered and maintained eligibility for a total of \$47,249,889 in federal, state, and local grant funding allocations for current and future (through 2012) road and bridge projects. Critical actions included project reports, environmental analysis, preparation of plans and specifications, and project construction. Additionally, RDMD was awarded approximately \$1 million in Transportation Enhancement grants in 2006 to fund local community transportation improvement projects.
- Laguna Canyon Road Realignment between SR-73 and 1-405 - Construction began in January 2003 on this cooperative project between Caltrans and the County of Orange. In October 2006, a ribbon cutting ceremony commemorated the official opening of the newly realigned and widened Laguna Canyon Road to traffic. In November 2007, the Wetland Mitigation Project is scheduled to convert the old highway to a project mitigation site.
- Antonio Parkway Widening South of Oso Parkway, including Wildlife Undercrossing - This project will increase the number of lanes in each direction on this half mile stretch of Antonio from two to three, and add raised sidewalks on both sides, matching the roadway section to the north and south. Construction is slated to begin by May 2007.
- Oso Parkway Widening - Construction began on Widening Oso Parkway to its Master Plan of Arterial Highway (MPAH) designation between east of Meandering Trail to Solano. This project will add one lane in each direction between east of Meandering Trail and Foothill Transportation Corridor along with construction of curb, gutter and sidewalks as well as improvement to the intersection of Tesoro Road and Oso Parkway. Construction is scheduled to be completed by September 2007.
- Irvine Avenue Widening southerly of Mesa Drive to SE Bristol Street - Design Plans were approved for the project. This project will improve traffic movement and safety by providing an additional through lane in each direction, dedicated turn lanes at intersection, continuous sidewalk, Americans with Disabilities Act compliant curb ramps and driveways, curb gutter, drainage improvements, striped bike lanes and bus turnouts. Construction will begin in October 2007.

- La Pata Widening - La Pata Avenue Gap Closure proposed to extend a 4.1 mile length segment of Avenida La Pata between Ortega Highway and Calle Saluda. The project is in the environmental preparation process. The completion of La Pata will complete a key segment of the County's and the City of San Clemente's Circulation Plans. The extension of Del Rio will provide the local community with access to La Pata.
- Ortega Highway/Antonio Parkway Interim Improvements - Construction began in May 2007 on the interim widening of La Pata Avenue between Ortega Highway and Prima Deshecha Landfill. Construction contract was also awarded for improvement to the intersection of Ortega Highway and Antonio Parkway. Construction is scheduled to be completed by August 2007.

Road - Special Districts - Administer County's Road Fee Program and Special Funding Districts.

Road Programs - Develop and administer County's transportation capital improvement program and secure grant funding.

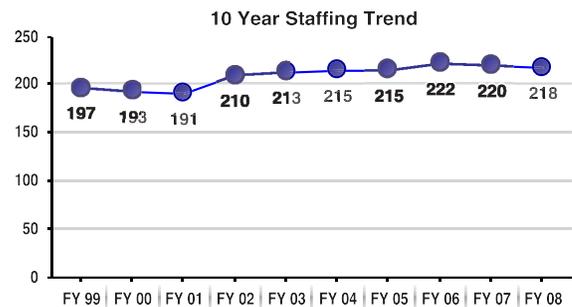
Traffic Engineering - Conduct traffic safety investigations, provide Traffic Committee support and plan, design & operate traffic signal systems.

Design and Construction - Design and construct roads and bridges in unincorporated County of Orange.

Project Administration - Administer Proposition 42 funds, oversee A-E firms, prepare Project Reports and design, coordinate projects with Operations & Maintenance Division for Prop. 42 funding.

Operations & Maintenance - Maintain the roads and bridges in the County, administer the County Pavement Management Plan, coordinate with Project Administration on implementing Prop. 42 projects.

Ten Year Staffing Trend:



Ten Year Staffing Trend Highlights:

- Survey staff assigned to John Wayne Airport (JWA) for survey work are being replaced with JWA staff. JWA has requested 4 positions to replace the RDMD staff that provides these services. As a result of this change RDMD has been asked to delete 4 survey positions. One (1) of the positions deleted is from the Road Fund which will reduce the total position count in the Road Fund from 219 to 218.

Budget Summary

Changes Included in the Base Budget:

Proposition 1B anticipated revenue was included in the FY 07-08 budget at \$19 million.



Final Budget History:

Sources and Uses	FY 2005-2006	FY 2006-2007	FY 2006-2007	FY 2007-2008	Change from FY 2006-2007	
	Actual Exp/Rev	Budget As of 6/30/07	Actual Exp/Rev ⁽¹⁾ As of 6/30/07	Final Budget	Actual Amount	Percent
Total Positions	220	219	219	218	(1)	-0.46
Total Revenues	59,906,036	76,330,540	79,058,988	100,548,188	21,489,200	27.18
Total Requirements	59,603,649	76,330,540	52,453,157	100,548,188	48,095,031	91.69
Balance	302,387	0	26,605,832	0	(26,605,832)	-100.00

(1) Amounts include prior year expenditure and exclude current year encumbrance. Therefore, the totals listed above may not match Total FY 2006-07 Actual Expenditure + Encumbrance included in the "At a Glance" section.

Detailed budget by expense category and by activity is presented for agency: Road in the Appendix on page A107

Highlights of Key Trends:

- Diversion of 23 million annually of Road Funds for bankruptcy repayments to OCTA through 2012/2013 has placed limitations on the implementation of the County Capital Improvement Program. In 2013 the diversions will end. Public Works/Road Division is in the process of finalizing a report addressing County road obligations over the next 35 years. The report demonstrates the entire diversion dollar amount post 2013 is needed to construct Master Plan of Arterial Highway and roadway improvements which have been delayed since the bankruptcy.
- Steep rise in construction costs, in addition to the above diversion of funds, has resulted in additional challenges to implementing the County Capital Improvement pro-

gram with current funding sources, and requires much effort in seeking grant funding to supplement Road Funds.

- State and Federal legislation impacting the Road Fund (Gas Tax, Grant Programs, etc.) is a continuous process. Road identifies and acts upon all legislation of interest. Recent significant legislation includes Propositions 42 and 1B.
- Consider maximizing Proposition (Prop) 42 expenditures within Orange County by making a portion of County's share of these funds available to cities for Prop 42 eligible projects. This approach maximizes Prop 42 funds by meeting annual County roadway maintenance needs. At the same time, it leverages Prop 42 funds for local city projects in order to meet their critical needs.

115 - Road

Summary of Final Budget by Revenue and Expense Category:

Revenues/Appropriations	FY 2005-2006		FY 2006-2007		FY 2006-2007		FY 2007-2008		Change from FY 2006-2007		
	Actual	Exp/Rev	Budget	As of 6/30/07	Actual Exp/Rev ⁽¹⁾	As of 6/30/07	Final Budget	Amount	Percent		
Licenses, Permits & Franchises	\$	363,674	\$	347,490	\$	356,150	\$	292,990	\$	(63,160)	-17.73%
Fines, Forfeitures & Penalties		7,597		19,450		9,188		18,000		8,812	95.91
Revenue from Use of Money and Property		4,083,970		3,000,000		5,875,104		4,500,000		(1,375,104)	-23.41
Intergovernmental Revenues		25,685,334		39,620,266		45,155,299		51,415,918		6,260,619	13.86
Charges For Services		12,249,880		25,693,820		13,780,011		18,238,783		4,458,773	32.36
Miscellaneous Revenues		1,694,604		911,330		449,008		736,300		287,292	63.98
Other Financing Sources		41,003		840,750		636,204		840,750		204,546	32.15
Total FBA		6,437,968		302,387		302,387		24,505,447		24,203,060	8,003.99
Reserves		6,587,090		5,595,047		5,629,453		0		(5,629,453)	-100.00
Reserve For Encumbrances		2,754,916		0		6,866,184		0		(6,866,184)	-100.00
Total Revenues		59,906,036		76,330,540		79,058,988		100,548,188		21,489,200	27.18
Salaries & Benefits		16,609,906		19,337,803		17,197,514		20,428,813		3,231,299	18.79
Services & Supplies		22,025,877		26,960,734		22,860,274		36,981,850		14,121,576	61.77
Other Charges		11,280,631		7,262,752		6,017,652		1,310,000		(4,707,652)	-78.23
Fixed Assets		9,645,212		22,769,251		6,377,716		28,245,750		21,868,034	342.88
Reserves		42,022		0		0		13,581,775		13,581,775	0.00
Total Requirements		59,603,649		76,330,540		52,453,157		100,548,188		48,095,031	91.69
Balance	\$	302,387	\$	0	\$	26,605,832	\$	0	\$	(26,605,832)	-100.00%

(1) Amounts include prior year expenditure and exclude current year encumbrance. Therefore, the totals listed above may not match Total FY 2006-07 Actual Expenditure + Encumbrance included in the "At a Glance" section.