

115 - ROAD

Operational Summary

Description:

The Road Fund constructs, maintains, and manages the public road system in the unincorporated areas of Orange County. It also provides construction inspection and performs quality assurance inspections related to the construction of infrastructure in the planned communities. The Fund also provides road maintenance services to the newly incorporated cities under contractual agreements.

At a Glance:

Total FY 2004-2005 Projected Expend + Encumb:	46,918,529
Total Recommended FY 2005-2006	73,148,183
Percent of County General Fund:	N/A
Total Employees:	222.00

Strategic Goals:

- Develop recurring long-term revenue sources for County road maintenance.
- Implement a project management system for capital projects.
- Continue use of the Orange County pavement management system.
- Capture all sales tax on gasoline revenues available to the Road Fund.
- Supplement Road Funds for capital projects with available grants.
- Influence choice of National Pollutant Discharge Elimination System (NPDES) best management practices based on minimizing long-term maintenance costs.
- Maintaining roads, bridges and road related infrastructure in unincorporated County of Orange.
- Review subdivision development plans to maintain safety and minimize long-term maintenance costs.

Key Outcome Indicators:

Performance Measure	2004 Business Plan	2005 Business Plan	How are we doing?
	Results	Target	
ACCIDENTS PER CENTERLINE MILE What: Number of reported traffic accidents per centerline mile of unincorporated County roads. Why: Indicates safety of roadway system operated by the County.	2.0 reported accidents per centerline mile.	Maintain 2.0 reported accidents per centerline mile.	On target.



Key Outcome Indicators: (Continued)

Performance Measure	2004 Business Plan	2005 Business Plan	How are we doing?
	Results	Target	
<p>GOOD OR BETTER PAVEMENT CONDITION FOR ROADS. What: Percent of unincorporated County roads with a surface pavement condition rating of "Good". Why: Result of good pavement mgmt. practices. Well-maintained pavement costs less to service over time.</p>	<p>Unincorporated County road surface pavement rating of Good or better for FY 03-04 is anticipated to be 76%. This reflects the transfer of better roads to newly incorporated cities.</p>	<p>86%. Goes back to the previous method of considering roads in both the "Fair" and "Good" category as "Good". This is the method used by the County prior to last year and also the method used by most cities.</p>	<p>Slightly below target due to change in definition of "Good" and transfer of better roads to the cities due to incorporation.</p>
<p>ACCEPTABLE OPERATING SPEED AT COUNTY ARTERIAL INTERSECTIONS. What: Unincorporated County Arterial Intersections % with acceptable operating speed determined by OCTA. Why: Indicates efficiency of roadway system in unincorporated areas as the result of design improvements.</p>	<p>94% of the County Arterial Intersections have acceptable operating speed as determined independently by the Orange County Transportation Authority.</p>	<p>Maintain the County Arterial Intersections with acceptable speed at 94%.</p>	<p>On target.</p>

FY 2004-05 Key Project Accomplishments:

- RDMD prepared and submitted applications requesting approximately \$28 million from transportation-related grant programs such as Measure M (local sales tax funds) and Regional Surface Transportation Program (federal funds), for current and future (FY's 2005 through 2010) road and bridge projects. Since these grant programs are highly competitive, it is anticipated that RDMD will be successful in receiving approximately \$8 to \$12 million of the grant funds.
- Laguna Canyon Road Realignment between SR-73 and I-405: Construction began during January 2003 on this cooperative project between CALTRANS and the County of Orange. In August 2004, traffic was diverted off the old historic roadway, in the vicinity of the Laguna Lakes, and placed on the newly realigned segment westerly of the lakes. This portion of the old roadway has been removed, in preparation for the project mitigation site. As of November 2004, construction is approximately 66% complete, with completion of the remaining roadway and full opening to traffic scheduled for October 2006.
- Construction contract for \$5.7 million was awarded on November 23, 2004 to widen the Glassell Street Bridge over the Santa Ana River to provide increased motorist and pedestrian safety. Project is scheduled for completion by July 2006.

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

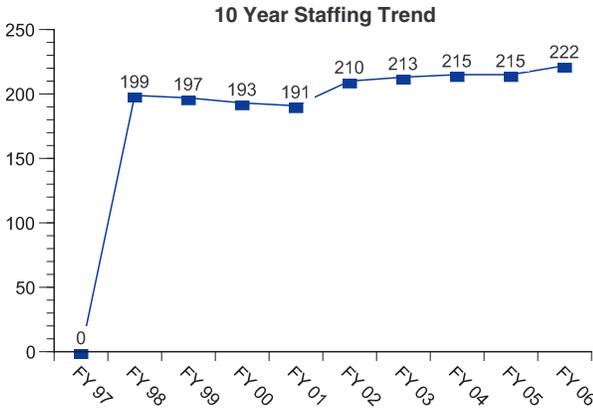
Traffic Engineering - Conduct traffic safety investigations, provide traffic committee support and plan, design & operate traffic signal systems.

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



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

Ten Year Staffing Trend:



Ten Year Staffing Trend Highlights:

- Road fund does not have a staffing history prior to FY 1997-98 as all staff were assigned to the Department's Operating Fund 080 and billed to the various RDMD funds via direct and indirect billing from the Operating Fund.

- The two positions moved from Operations and Maintenance to Administration in the FY 04-05 quarterly budget adjustment process.
- Seven positions were moved to the Road Fund 115 budget in FY 2005-2006 from HBP Fund 405 to align positions with the fund in which they charge the majority of their work. Two positions were also moved to Road Fund 115 from 080 for the same reason.

Budget Summary

Plan for Support of the County's Strategic Priorities:

Provide NPDES best management practices on road highway projects, to contribute toward the improvement of Water Quality in Orange County.

Changes Included in the Recommended Base Budget:

The two positions were moved from Operations and Maintenance to Administration in FY 04-05.

Proposed Budget History:

Sources and Uses	FY 2003-2004	FY 2004-2005	FY 2004-2005	FY 2005-2006	Change from FY 2004-2005	
	Actual	Budget As of 3/31/05	Projected ⁽¹⁾ At 6/30/05	Recommended	Amount	Percent
Total Positions	-	213	213	222	9	4.22
Total Revenues	55,523,176	74,527,089	89,874,562	73,148,183	(16,726,379)	-18.61
Total Requirements	44,780,064	74,527,089	82,962,812	73,148,183	(9,814,629)	-11.83
Balance	10,743,112	0	6,911,750	0	(6,911,750)	-100.00

(1) Requirements include prior year encumbrance and expenditures. Therefore, the above totals may not match FY 2004-05 projected requirements included in "At a Glance" (Which exclude these).

Detailed budget by expense category and by activity is presented for agency: Road in the Appendix on page page 562

Highlights of Key Trends:

- The State Budget crisis led to the suspension of AB2928 and Proposition 42 pavement maintenance revenues starting in FY 03-04. The revenues by law have to recommence beginning FY 07/08 and the revenues lost in FY 03/04, FY 04/05, FY 05/06, and FY 06/07 are considered loans to the State's general fund and will be paid back to Counties over a 15 year period.

- The Orange County Transportation Agency and County CEO are in discussions related to the current gas tax diversion, \$23M per year, from the Road Fund for bankruptcy recovery which sunsets in 2013. The OCTA is suggesting the \$23 million diversion for bankruptcy debt be distributed to cities rather than being returned to the County of Orange. The County and OCTA are in the process of addressing these funds post 2013.



115 - Road

Summary of Proposed Budget by Revenue and Expense Category:

Revenues/Appropriations	FY 2003-2004		FY 2004-2005		FY 2004-2005		Change from FY 2004-2005	
	FY 2003-2004		Budget	Projected ⁽¹⁾	FY 2005-2006		Projected	
	Actual		As of 3/31/05	As of 6/30/05	Recommended		Amount	Percent
Licenses, Permits & Franchises	\$ 334,695	\$	459,000	\$ 284,000	\$ 329,000	\$	45,000	15.84%
Fines, Forfeitures & Penalties	1,573		16,500	31,496	16,500		(14,996)	-47.61
Revenue from Use of Money and Property	1,274,170		1,200,000	1,500,160	1,500,000		(160)	-0.01
Intergovernmental Revenues	24,378,861		31,674,056	23,130,223	35,192,417		12,062,194	52.14
Charges For Services	23,338,320		13,808,919	9,988,883	17,398,208		7,409,325	74.17
Miscellaneous Revenues	426,466		5,164,645	2,008,000	412,000		(1,596,000)	-79.48
Other Financing Sources	49,267		1,275,000	1,275,000	1,275,000		0	0.00
Total FBA	13,390,469		10,743,112	10,743,112	6,911,750		(3,831,362)	-35.66
Reserves	2,429		10,185,857	10,185,857	10,113,308		(72,549)	-0.71
Reserve For Encumbrances	(7,673,074)		0	30,727,831	0		(30,727,831)	-100.00
Total Revenues	55,523,176		74,527,089	89,874,562	73,148,183		(16,726,379)	-18.61
Salaries & Benefits	16,291,991		16,822,623	17,022,975	19,057,855		2,034,880	11.95
Services & Supplies	18,943,179		21,000,000	25,322,183	25,242,328		(79,855)	-0.31
Other Charges	1,751,845		310,000	1,359,164	310,000		(1,049,164)	-77.19
Fixed Assets	2,399,674		30,893,000	33,757,024	28,538,000		(5,219,024)	-15.46
Other Financing Uses	827		0	0	0		0	0.00
Reserves	5,392,549		5,501,466	5,501,466	0		(5,501,466)	-100.00
Total Requirements	44,780,064		74,527,089	82,962,812	73,148,183		(9,814,629)	-11.83
Balance	\$ 10,743,112	\$	0	\$ 6,911,750	\$ 0	\$	(6,911,750)	-100.00%

(1) Requirements include prior year encumbrance and expenditures. Therefore, the above totals may not match FY 2004-05 projected requirements included in "At a Glance" (Which exclude these).