

As of 5/27/2009

406 - County Road Administration Board

A001 Administration

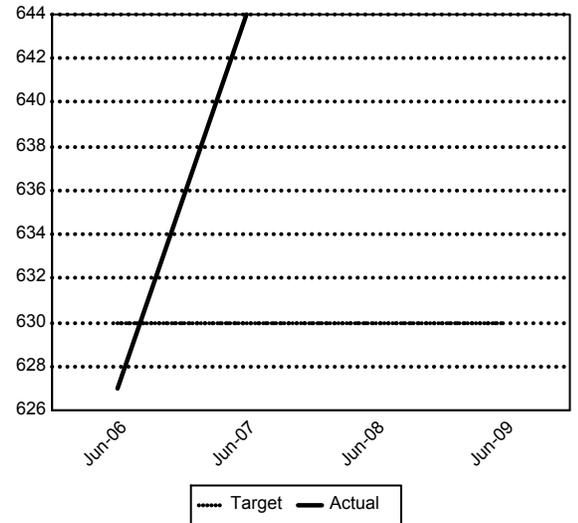
Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Effective transportation system governance and management

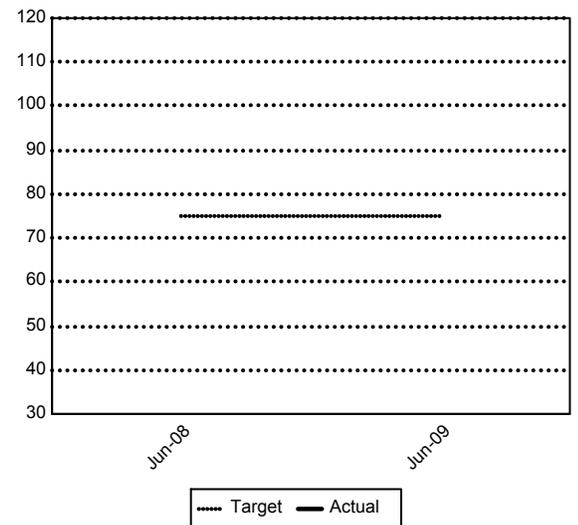
Expected Results

The result of regulation, research, and oversight has been, and should continue to be, a centralized location of data from thirty-nine counties; an achieved economy of scale realized across thirty-nine road departments; accountability among the counties and from them to the Legislature and the public; credibility of reported data through centralized reporting; and effective, efficient, and professional administration of county road resources.

Number of person-days of training/consulting provided to county personnel by CRAB staff on County Engineer duties & responsibilities, Engineering Design Systems (Eagle Point) and Transportation Management Systems (Mobility).				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	630		
	4th Qtr	630		
2005-07	8th Qtr	630	644	14
	4th Qtr	630	627	(3)



Percentage of county-owned bridges that are in fair or better condition.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	75%		
	4th Qtr	75%		



As of 5/27/2009

A002 Rural Arterial Program

Statewide Result Area: Improve statewide mobility of people, goods, and services
Statewide Strategy: Preserve and maintain state, regional and local transportation systems

Expected Results

The Rural Arterial Program successfully targets freight and safety issues on a regional basis. Competition within regions should ensure that only priority projects are constructed. CRAB staff remain in close communication with each county to make sure the program continues to be both responsive to individual counties' needs and effective in dealing with county freight and safety issues.

A003 Urban and Rural Arterial Road Preservation

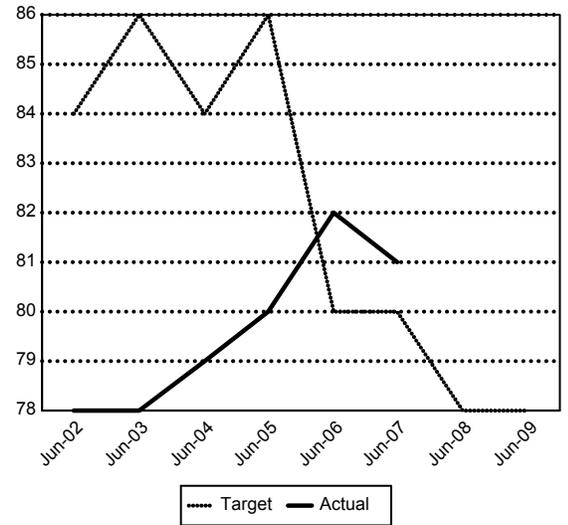
Statewide Result Area: Improve statewide mobility of people, goods, and services
Statewide Strategy: Preserve and maintain state, regional and local transportation systems

Expected Results

CAPA provides a regular and dedicated resource for the purpose of county arterial preservation. By calculating the distribution on the basis of a certified road log, the result should be an accurate and current assessment of individual county arterial preservation need, as well as an equitable distribution among the counties. The requirement of pavement management systems within each county continues to ensure that every county is a part of a statewide stewardship effort to maintain the existing infrastructure investment.

Statewide average pavement structural condition (PSC) of county arterial system eligible for CRAB grant funding.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	78%		
	4th Qtr	78%		
2005-07	8th Qtr	80%	81%	1%
	4th Qtr	80%	82%	2%
2003-05	8th Qtr	86%	80%	(6)%
	4th Qtr	84%	79%	(5)%

Pavement structural condition is a rating of paved roadway surface, based on the type and extent of defects inventoried. A rating of 0 equals totally failed pavement, while 100 equals brand-new pavement.



ZZZX Other Statewide Adjustments

Statewide Result Area: Improve statewide mobility of people, goods, and services

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Statewide Strategy: Effective transportation system governance and management