

**INFRASTRUCTURE CONDITION REPORT
TO THE
TEHAMA COUNTY BOARD OF SUPERVISORS
Fiscal Year: 2024/2025**

Roads:

The County of Tehama manages the regional road system using StreetSaver Pavement Management Software and by applying the modified approach as set forth in Government Accounting Standards Board Statement 34 (GASB34). The program establishes a Pavement Condition Index (PCI) for paved roads and an Overall Condition Index (OCI) for unpaved roads.

American Standards for Testing and Materials (ASTM) Test D6433 includes a PCI rating scale with conditions rated from Failed to Good. A consolidated scale is used as follows.

Good (& Satisfactory)...70 to 100
Fair55 to 69
Poor (to Failed).....0 to 54

The Department of Public Works recommends that 50% of the County maintained road system be maintained at a rating of Fair or better. Condition assessments (ratings) are conducted on three-year cycles with other inspections occurring on an ongoing basis. Last year's inspection cycle was deferred for a year due to budget constraints, so the overall infrastructure rating as calculated by StreetSaver declined.

As of June 30, 2025, the condition of the County's 828 miles of paved roads were rated overall at 40% fair or better condition. This represents a combined rating of 38% for Arterial and Collector roads and 41% for Local roads.

The County's 260 miles of unpaved roads are maintained in fair condition. All unpaved roads are understood to be Fair or Poor until individually inspected and rated, at which point they are repaired as needed to maintain a rating of Fair. Therefore, 100% of the County's 260 miles of unpaved roads are currently rated in Fair condition.

The majority of roads falling below the established rating of Fair (PCI <55) are in the Local Road functional classification and were originally acquired by the County with inadequate or no structural section. Many of these roads are in rural settings and support minimal traffic. Improving these roads to achieve a higher rating requires large funding expenditures and many years to attain.

Bridges:

The County of Tehama manages the maintained Bridge System utilizing Microsoft Excel as a Bridge Database which accounts for bridge assets using the modified approach. Several factors are considered to achieve the established scale of 0 to 100, which provides a rating for each structure in the inventory. The established scale places each bridge structure into categories ranging from Poor to Excellent as follows:

Excellent.....90 to 100
Good..... 80 to 89
Fair50 to 79
Poor.....0 to 49

The Department of Public Works recommends 75% of its bridge structures be maintained at a Fair or Better rating. As of June 30, 2024, the County's bridge inventory was rated at 92% Fair or Better.

Signs:

The County of Tehama manages the maintained Sign Database System using the StreetSaver Pavement Management Software. Caltrans' Manual on Uniform Traffic Control Devices (MUTCD) identifies sign reflectivity requirements as a crucial rating factor. Therefore, sign reflectivity is measured using County owned equipment and assigned a Pass or Fail rating in keeping with industry standards.

As of June 30, 2023, the County's maintained Sign inventory pass condition rating was at 90%. (Pass corresponds with Fair or better.) Signs are generally replaced when they become unserviceable. No mass sign replacement program occurred this year.

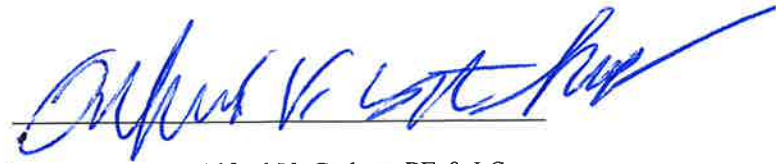
Additionally, the County maintains a significant number of miles of road centerline and edge-line striping, pavement markings, and object marker signs. Signs and striping are visually inspected during routine operations and replaced or refreshed as needed to maintain appropriate visibility.

Cost of Maintenance:

The estimated annual cost to maintain 50% of the roads and 75% of the bridges in a Fair or better condition and signs in a Pass condition rating is \$18.3M for the next five years. The estimate is based on raising the average PCI from 40 (Poor) to 55 (Fair) over a five-year period. The average annual expenditure over the last five years was \$11.3M. The funds expended have helped to slow the facility degradation, however the overall ratings for roads continue to decline. The funds expended for all the above noted facilities over the past five years are as follows:

Fiscal Year	Total		R & B Capital Projects		Balance	
	Expenditures	Revenue	Expenditures	Revenue	Expenditures	Revenues
2024-2025	\$ 33,685,332	\$ 38,609,086	\$ 21,404,969	\$ 26,422,185	\$ 12,280,363	\$ 12,186,901
2023-2024	\$ 41,760,405	\$ 38,210,077	\$ 29,350,558	\$ 28,146,081	\$ 12,409,847	\$ 10,063,996
2022-2023	\$ 18,305,512	\$ 15,283,022	\$ 6,832,286	\$ 2,456,102	\$ 11,473,226	\$ 12,826,920
2021-2022	\$ 30,859,840	\$ 33,386,183	\$ 21,024,976	\$ 23,745,091	\$ 9,834,864	\$ 9,641,092
2020-2021	\$ 25,859,167	\$ 24,220,890	\$ 15,328,401	\$ 14,661,828	\$ 10,530,766	\$ 9,559,062
				Five Year Average: \$	11,305,813	

By: Al Cathey, Road Commissioner 1/21/26



Alfred V. Cathey, PE & LS
Road Commissioner