

City of Santa Paula

City Council Special Meeting



CITY COUNCIL SPECIAL MEETING OF THE SANTA PAULA CITY COUNCIL SPECIAL MEETING

TUESDAY, DECEMBER 2, 2025

6:00 PM - City Council Special Meeting

SANTA PAULA COMMUNITY CENTER
530 W MAIN STREET
SANTA PAULA, CA 93060

JULIE LATSHAW, CITY CLERK
DAN SINGER, CITY MANAGER
MONICA CASTILLO, CITY ATTORNEY

**AMENDED WITH ADDRESS OF
SANTA PAULA COMMUNITY CENTER
530 W Main Street
Santa Paula, CA 93060**

AMENDED WITH STAFF REPORT & ATTACHMENTS

BRINGING ITEMS BEFORE THE CITY COUNCIL

You are invited to participate in all Regular City Council meetings. Agendas are posted in the front of Santa Paula City Hall, 970 Ventura Street, Santa Paula, 72 hours in advance of the scheduled meetings. The City Council's regular meetings start at 6:30 p.m. the first and third Wednesday of each month in the City Hall Council Chambers located at 970 Ventura Street in Santa Paula. Special and Closed Sessions vary by date and time.

HOW TO PARTICIPATE IN PERSON DURING THE MEETING: If you wish to speak at a City Council meeting, please fill out a **Public Comment Form** noting your name and address and submit the form to the City Clerk. Include the Agenda item number you wish to speak on. Members of the public may address the Council on items on this agenda only. **Public Comments are limited to 3 minutes.**

HOW TO PARTICIPATE BEFORE THE MEETING: Members of the public are encouraged to submit email correspondence on any agenda item by sending an email to cityclerk@spcity.org. All public correspondence received by three hours before the meeting date will be provided to the legislative body before the meeting. Public Comments received after, will be provided to the legislative body the next day.

Your Participation in this meeting is in the public domain; meetings are cablecast; minutes of this meeting will reflect your participation in this meeting and are posted on the city's website.

PLEASE NOTE: *Be advised that if you bring a legal challenge to an action, you may be limited to raising only those issues you or someone else raised at the meeting described in this Agenda, or in written correspondence delivered to the City Council at or before the meeting. Any action is subject to the ninety-day time period set forth in Code of Civil Procedure § 1094.6.*

*In compliance with the **Americans with Disabilities Act**, if you need special assistance to participate in this meeting, please contact the City Clerk at (805) 933-4208. Notification 48 hours before the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35, 102-35.104 ADA Title II). Written materials distributed to the City Council within 72 hours of the City Council meeting are available for public inspection immediately upon distribution in the City Clerk's office.*

SPECIAL MEETING - COUNCIL CHAMBERS

1. CALL TO ORDER

REMINDER: in order to minimize distractions during public meetings, all personal communication devices should be turned off or put in a non-audible mode.

2. ROLL CALL

3. PUBLIC COMMENT

At this time, members of the public may comment on any item appearing on the agenda only. Individual Councilmembers may briefly respond to Public Comments or ask questions for clarification. **Public Comments are limited to three minutes.**

4. ORDER OF BUSINESS

4.A CYCLE 2 PAVEMENT MANAGEMENT PROGRAM (PMP) WORKSHOP

RECOMMENDATION:

Receive information and recommendations and provide guidance to staff to address priority of street paving and organization of the City's 5-year PMP for Cycle 2.

Presented by: Bob Woodward, City Engineer

5. ADJOURNMENT

State of California)-

County of Ventura)- ss

City of Santa Paula)-

I declare under penalty of perjury that I posted this City Council Agenda on the bulletin board near the front door of City Hall, 970 Ventura Street, Santa Paula, California.

On _____, at _____ Signed: _____

Julie Latshaw

City Clerk

**CITY OF SANTA PAULA
MEMORANDUM**

To: Honorable Mayor and Members of the City Council Special Meeting

From: Dale Goodman, Public Works Director

Subject: CYCLE 2 PAVEMENT MANAGEMENT PROGRAM (PMP) WORKSHOP

Date: December 2, 2025

Agenda Item: 4.A

RECOMMENDATION:

Receive information and recommendations and provide guidance to staff to address priority of street paving and organization of the City's 5-year PMP for Cycle 2.

Presented by: Bob Woodward, City Engineer

BACKGROUND:

The City's street system consists of approximately 55 centerline miles of roadways, comprising a circulation network inclusive of local, collector, boulevard and arterial classifications. Collectively, this street system serves as a basis for the City's transportation infrastructure, supporting vehicle, pedestrian and bicycle modes of operation and circulation.

On June 19, 2019, the Public Works Department presented a 5-Year Pavement Management Plan (PMP) to City Council for review and adoption, reflecting the first of four 5-year paving cycles within a 20-year Citywide paving program. This first 5-year PMP, known as Cycle 1, provided for a program of improvement and maintenance for City streets moving forward. Subsequently, on May 6, 2020, the City Council approved Resolution 7270 adopting a 5-year Pavement Management Plan (FY 2020-2021 to FY 2024-2025), which identified streets planned for Cycle 1 of the PMP.

Prior to 2018, the City did not have a long-term formal pavement management plan to maintain and rehabilitate the City's streets. In these previous years, the City focused primarily on reconstructing and rehabilitating its failing streets at a very costly improvement rate of 1.1 miles per year. With the development of the City's Pavement Management Plan the City's Public Works Department established a systematic approach to the assessment, repair and maintenance of roadways Citywide. The integration of innovative pavement resurfacing and preservation treatments into this program of pavement management allows for the maximizing of available funding while systematically improving the City's overall Pavement Condition Index (PCI). Public Works developed the PMP using the 2016 Pavement Condition Index data (updated 2020) and best pavement management practices. The specific objectives included:

1. Perform street maintenance regularly to extend the service life of existing roads.
2. Use pavement preservation and rehabilitation strategies to improve more roads within limited funding projections.
3. Coordinate with sewer and water utility projects to maximize use of available funding sources.

The City is currently completing paving associated with the final year of the first 5-year cycle of a 20-year Pavement Management Program. With the approval of Measure R in 2024, staff are projecting enhanced budgetary capacity to improve streets, sidewalks and drainage conditions throughout the City. While the City's Public Works Department has made significant progress in resurfacing deteriorating streets around the City in Cycle 1 of their PMP, staff are anticipating an ambitious program of paving in Cycle 2.

ANALYSIS:

Based on the Pavement Condition Index (PCI) Report, the average PCI for all Santa Paula streets is 64 (see Exhibit A). For comparison, the network PCI from 2022 was 52, so the current rating reflects an increase of 12 points in the past 3 years. This improvement in PCI is largely due to the cumulative effect of extensive paving efforts which have been accomplished in Cycle 1. These efforts have frequently exceeded the original projections of the PMP approved in 2020, based on both availability of Measure T funding as well as efficiencies in the execution of the PMP based on contracting approach. Additionally, the first 5 years of paving associated with Cycle 1 have seen an evolution in PMP approach, relative to both roadway selection and the implementation of utility projects.

The previous PMP approach, presented in 2019, utilized a 'worst roads last' approach, which considered that the worst roads in the City would require full reconstruction and would thus be considerably more costly than simply rehabilitating roadways. However, as implementation of the Cycle 1 PMP progressed, rehabilitation of very poor sections of City roadways was selectively entertained, with 'test sections' completed with the first year of paving in 2020. As paving efforts progressed it was determined through actual paving experience that the subgrade conditions and finished condition performance exceeded original expectations, due in large part to the quality of the original roadway construction. This experience informed a more comprehensive approach to neighborhood paving efforts, as well as a reconsideration of the 'worst roads' per the original PMP approach.

Among the objectives in pavement management practice articulated in 2019, we identified a need to complete utility projects, primarily consisting of water and sewer repair and replacement, in advance of projected paving activities. However, the City has experienced sharply rising costs in water and sewer replacement projects over the last 5 years, which significantly affect the budgetary capacity of these efforts and their ability to remain ahead of programmed paving for individual street segments. Additional funding availability for street paving provided by Measure R and Measure T, together with efficiencies in paving approach have improved the centerline mileage of annual paving capacity. The combination of these factors has led to paving efforts significantly outpacing water and sewer replacement in some cases, with the exception of the Palm Court, Harvard Boulevard and Park/Orchard utility projects.

Streets and Pavement Management

The goals of pavement management include repairing and rehabilitating streets to improve the pavement condition index (PCI) of City roadway segments, as well as applying preservative treatments to extend the longevity of improved roadways. The goal for roadway segments throughout the City is a PCI of 70 and above, with emphasis for rehabilitation on roadways with a PCI of less than 50, which includes poor and very poor PCI classifications. Currently, 34% of City streets, or 18.9 centerline miles, are in this target zone for rehabilitation, while 5% of streets, or 3.0 centerline miles, are in fair condition. The following Table illustrates the cost to rehabilitate remaining roadway segments according to PCI, as well as costs to maintain preservative treatments for recently paved roads. Costs to complete are based on conservative values for street repairs due to the variability in condition of poor and very poor streets and adjusted for inflation over a period of 10 years. The tabulated costs include allowances for addressing missing or non-compliant curb ramps, damaged or missing sidewalks, as well as the replacement of damaged curbs and gutters in affected street segments.

Table A: Cost to Complete – Citywide Pavement PCI Upgrade (Poor/Very Poor Streets)

Street PCI/Description	Centerline Miles	Cost
Very Poor (PCI < 30)	13.4	\$7,504,000
Poor (PCI 30-50)	5.5	\$3,300,000
Total =		\$10,804,000

Table B: Cost to Maintain/Preserve – Citywide Pavement PCI > 50

Street PCI/Description	Centerline Miles	Cost
Fair (PCI 50-69)*	3.0	\$450,500
Good (PCI 70-84)	15.1	\$1,820,450
Excellent (PCI > 85)**	19.0	\$2,290,600
Total =		\$4,561,550

*Assume thin-lift overlay to rehabilitate Fair roads over 5-year period.

**Assume rejuvenator seal for Excellent/Good roads.

With the above summary in mind and assuming a consistent paving fund allocation per year, the PMP and associated City streets are anticipated to attain a citywide PCI of 70 or above within the next 5 years.

With this understanding, staff recommends two paving efforts per year for the Cycle 2 PMP, with the first starting in late spring and the subsequent effort ending in the fall (see Exhibit B). The two efforts will focus on district portions of the City, addressing local neighborhood paving in the spring, and the paving of boulevards, collectors and arterials in the fall. The spring efforts will include rehabilitation of poor and very poor street segments in the identified neighborhoods, and maintenance of those segments in the fair category. Fall paving will follow with the rehabilitation of higher capacity streets, as well as adjacent local streets as the paving budget allows. The two paving efforts will utilize the optimal summer conditions, with the first commencing in spring and completing mid-summer, and the second commencing mid-summer and completing early fall of each year. From a contracting perspective, the preference would

be to bid both spring and fall paving in February or March of each year, to insure the City benefits from an economy of scale for the annual paving efforts.

Streets and Storm Drains

Additional considerations for the City's streets are maintenance and repair of drainage systems, many of which have exceeded their useful life. Many of the City's storm drain systems are constructed with corrugated metal pipe, which are subject to corrosion and related structural deterioration over time. Storm drains which are deteriorated but have not yet failed may be rehabilitated to maintain function and extend their useful lives, but the identification of these facilities with associated prioritization for rehabilitation needs to be completed as part of a formalized process of investigation and analysis. Such investigation and associated prioritization will allow for necessary repairs and replacement programming in advance of planned street paving to limit the potential for sinkholes and related damage to rehabilitated streets.

Sidewalks

The City has completed a mobility and disabled access survey, conducted in conjunction with the City's disabled access transition planning study, which identifies deficiencies in sidewalks and associated curb ramps, Citywide. Typical deficiencies are uplifted, broken or missing sidewalks, low-hanging branches, utility and signposts that obstruct disabled paths of travel, missing or steeply sloped curb ramps, and other barriers to mobility in public right of way. The mitigation of these deficiencies will be budgeted in conjunction with annual paving efforts to address hazardous conditions and barriers to mobility, including those related to disabled access.

Streets Equipment Purchase

The City is responsible for regular maintenance of its roadways and associated components, including streets paving, signage, striping, sidewalks, storm drains, water-quality filters and other features. Larger street maintenance and CIP efforts are contracted out based on scale, complexity or time-table for the work, while smaller efforts are handled by the City's Streets staff with their equipment. The growth in City responsibilities for street and storm drain maintenance throughout the year due to maintenance of completed street improvements, community expectations and regulatory requirements has increased the demands on the City's Streets staff and their equipment. In most cases, the utilization of on-call contractors for smaller scale street repair efforts is either not cost effective, or not an option depending on contractor availability. Maintaining the capacity of Streets staff to complete necessary work orders, address current and expanded maintenance demands requires the purchase of equipment. Planned capital purchases include crack sealers, striping machines, street patch and pothole repair equipment, cement mixer, jackhammer, storm drain service trucks, cranes, and equipment trailer.

Additional materials are also available on the City's website at:

<https://spcity.org/civicalerts.aspx?aid=257>

<https://santa-paula-ca.civilspace.io/en/projects/city-of-santa-paula-s-pavement-management-plan>

STRATEGIC PLAN:

The Project supports the currently adopted Strategic Plan in achieving the following goals:

Infrastructure, Transportation & Mobility

Goal: Maintain and develop the City's infrastructure to be safe, sustainable, innovative and cost-efficient.

FISCAL IMPACTS:

This is a Planning Workshop, and staff will work cooperatively with the City's Finance Department to determine available funding for Cycle 2 PMP efforts, including those efforts associated with FY 2026/2027.

OPTIONS:

The Council has the following available alternative options to staff's recommendations:

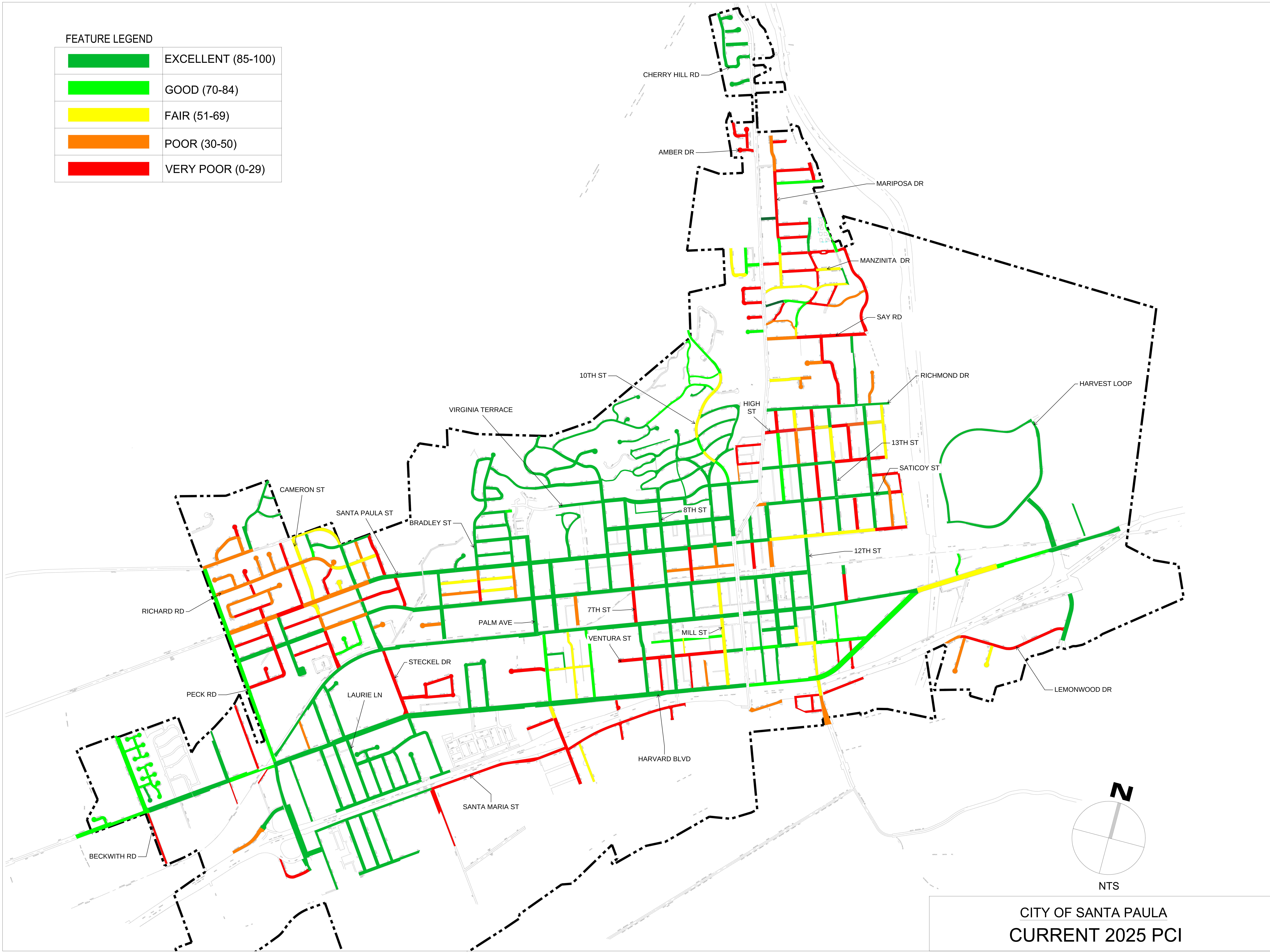
1. Provide alternative guidance to staff to inform Cycle 2 PMP planning.

ATTACHMENTS:

[Exhibit A - PCI Map-2025 PCI 36x48.pdf](#)

[Exhibit B - Pavement Management Cycle 2_Workshop Draft_12022025.pdf](#)

FEATURE LEGEND	
	EXCELLENT (85-100)
	GOOD (70-84)
	FAIR (51-69)
	POOR (30-50)
	VERY POOR (0-29)

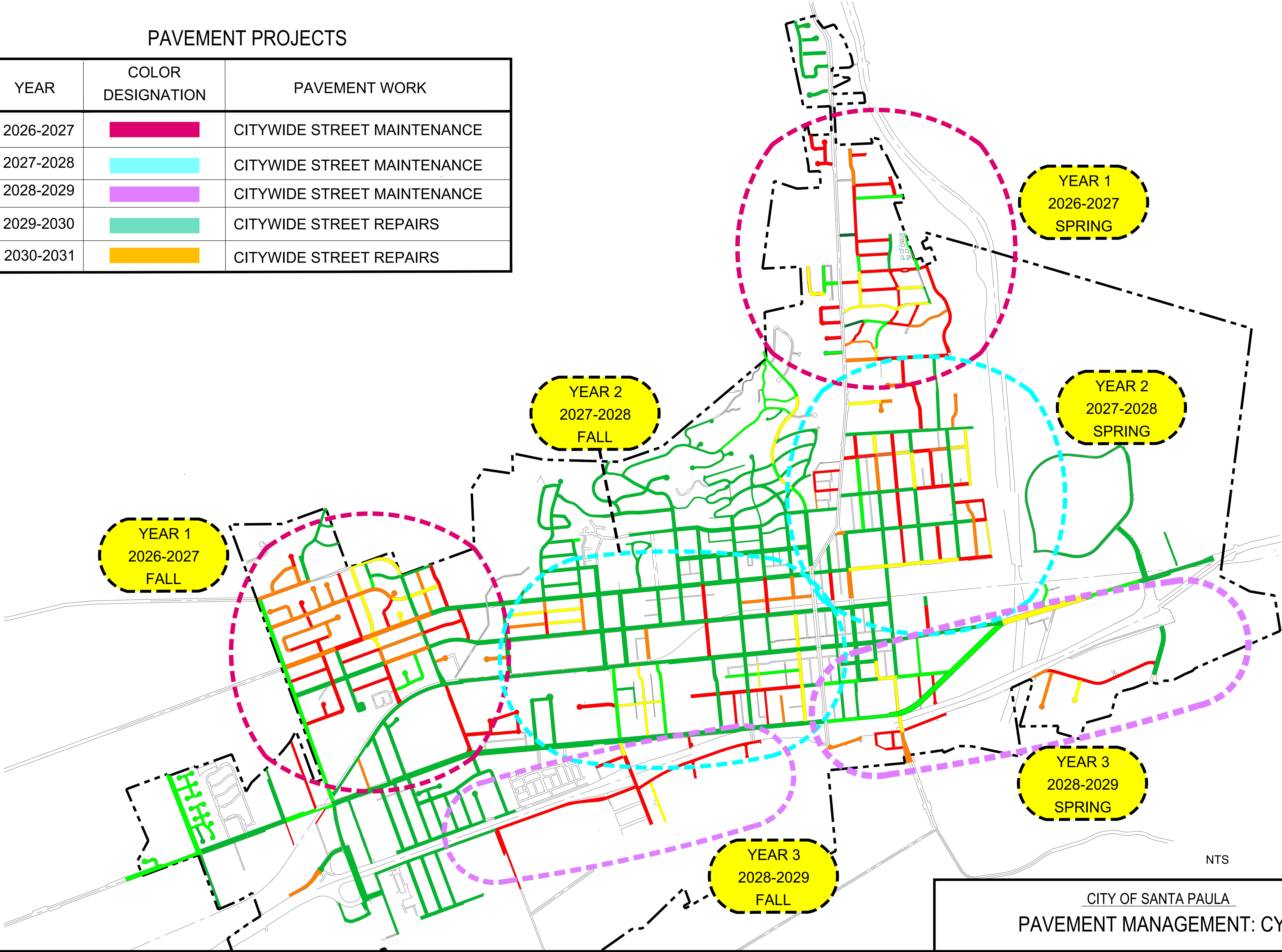


CITY OF SANTA PAULA
CURRENT 2025 PCI

PAVEMENT PROJECTS

YEAR	COLOR DESIGNATION	PAVEMENT WORK
2026-2027		CITYWIDE STREET MAINTENANCE
2027-2028		CITYWIDE STREET MAINTENANCE
2028-2029		CITYWIDE STREET MAINTENANCE
2029-2030		CITYWIDE STREET REPAIRS
2030-2031		CITYWIDE STREET REPAIRS

CYCLE 2



NTS