



# COUNTY of VENTURA

## Civil Grand Jury

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### Response to 2024-2025 Ventura County Grand Jury Report Form (Please See California Penal Code Section 933.05)

Report Title: Prioritizing Best Practice Street Maintenance

Responding Entity: Simi Valley City Council

*Rec'd*  
**SEP 02 2025**

#### FINDINGS

- I (we) agree with the Findings numbered: F-08
- I (we) disagree wholly or partially with the Findings numbered: F-03  
(Attach a statement specifying any portions of the Findings that are disputed; include an explanation of the reasons.)

#### RECOMMENDATIONS

- Recommendations numbered \_\_\_\_\_ have been implemented.  
(Attach a summary describing the implemented actions.)
- Recommendations numbered R-04 have not yet been implemented but will be implemented in the future.  
(Attach a summary indicating the timeframe for implementation.)
- Recommendations numbered \_\_\_\_\_ require further analysis.  
(Attach an explanation to include: scope and parameters of the analysis or study and timeframe for the matter to be prepared for discussion with the agency or department head. The timeframe shall not exceed six months from the date of publication of the report.)
- Recommendations numbered \_\_\_\_\_ will not be implemented because they are not warranted or are not reasonable.  
(Attach an explanation.)

Date: 8/26/2025

Signed: *[Signature]*

Title: Mayor of the City of Simi Valley, California

Number of pages attached: 3



# CITY OF SIMI VALLEY

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The City of Simi Valley ('City') appreciates the opportunity to provide a response to the Report.

**F-03:** *The Civil Grand Jury finds that Simi Valley does not maintain its streets in a best practice condition resulting in costlier deferred maintenance on streets and a hidden cost on residents due to extra vehicle wear.*

Response: The City of Simi Valley respectfully *disagrees* with this finding.

The City is committed to maintaining and improving its roadway network using nationally recognized best practices in pavement management. Simi Valley employs a data-driven approach that includes condition assessments and targeted maintenance strategies to extend pavement life and optimize the use of available resources.

The assertion that best practices are only achieved with a citywide Pavement Condition Index (PCI) above 80 misinterprets how PCI is intended to be used. PCI is a standardized rating tool designed to quantify surface condition based on visual inspections. It is not a standalone indicator of an agency's adherence to best practices. Effective pavement management must consider many interrelated factors, including roadway classification, traffic volumes, traffic type, pavement age, structural needs, drainage, available funding, and long-term performance goals. Best practices are not defined by a fixed PCI target but by how effectively an agency maintains its network within its fiscal and operational context.

Additionally, the claim that only streets with a PCI above 80 are considered 'Good' is misleading. The City utilizes the widely adopted StreetSaver software and its default PCI breakpoints, which categorize pavement into four main categories: Very Good (100-70 PCI), Good (69-50 PCI), Poor (49-25 PCI), and Very Poor (24-0 PCI). These PCI ranges align with regional and national practices. The Save California Streets Report (Reference 14) uses slightly broader groupings: Good to Excellent (PCI 70-100), At Risk (PCI 50-69), Poor (PCI 25-49), and Failed (PCI 0-24), which still consider streets with a PCI at or above 70 as in 'Good' condition. As of the current reporting date using StreetSaver categories, 51% of the City's streets fall within the 'Very Good' category and 29% fall within the 'Good' category.

Very Good [I]		100
		90 (PCI Cap)*
		70
Good [III] (non-load)	Good [III] (load-related)	50
Poor [IV]		25
Very Poor [V]		0
<b>Pavement Condition [Condition Category]</b>		<b>PCI</b>

Since fiscal year 2021-2022, the City has allocated almost 49 million dollars to street rehabilitation programs and expanded its investment in preventive maintenance. Staff evaluates multiple factors when selecting streets for treatment, including condition, timing, and cost effectiveness. Street projects also incorporate broader infrastructure improvements such as path of travel upgrades to improve ADA accessibility, tree related repairs and root management, sidewalk and curb ramp replacements, drainage upgrades, and traffic safety enhancements. While deferred maintenance is a reality faced by public agencies, the City has made deliberate and proactive efforts to mitigate long-term costs and avoid expensive full reconstructions. However, assuming a street segment would never need more costly repair is incorrect, as even well-maintained roads will eventually require more intensive repairs to maintain performance, safety, and compliance with evolving standards.

The City remains committed to continuous improvement and to using the tools, resources, and professional judgment necessary to preserve the long-term safety, functionality, and value of its street system.

**F-08:** *The Civil Grand Jury finds that Simi Valley, with its dedicated and knowledgeable staff, would make effective use of the funds allocated for street maintenance.*

Response: The City appreciates the Grand Jury’s recognition of its dedicated and knowledgeable staff and agrees with this finding.

**R-04:** *The Civil Grand Jury recommends that Simi Valley set a goal to reach best practice pavement conditions within 10 years and create a plan to accomplish that goal by December 2025.*

Response: The City of Simi Valley appreciates the Grand Jury’s recommendation and supports the goal of improving overall pavement conditions. The City has a strong track record of applying best practices in pavement management and remains committed to the long-term sustainability of its roadway network.

Currently, the City's overall Pavement Condition Index (PCI) is 69, placing it just one point below the *Very Good* range according to industry standards. While a citywide PCI of 80 is an aspirational target, reaching that level within the next 10 years would require significant additional investment beyond current funding levels.

Pavement maintenance is one of several infrastructure priorities the City must manage. Roadway improvement projects typically include multiple elements beyond pavement condition, such as curb and gutter upgrades, sidewalk and ADA ramp improvements (with a full compliance goal within 20 years), drainage enhancements, and traffic signal modernization. These components are essential to a functional, safe, and accessible transportation system and require steady funding.

City Council must also weigh street maintenance needs alongside broader community priorities, including public safety, public resources, emergency response, and youth and senior services. These competing demands make it necessary to allocate resources in a way that reflects the needs and values of Simi Valley residents. The City has taken proactive steps to address these infrastructure challenges, including dedicating surplus funds to the Streets and Roads Fund and pursuing state and federal grant opportunities to supplement local revenue.

It is also important to note that past community opposition to new tax measures limits the City's ability to establish a consistent and scalable funding source for streets. Without a significant increase in available funding, achieving a citywide PCI of 80 within the recommended timeframe is unlikely.

However, the City remains committed to continuous improvement. The 2025 update to the Pavement Management Program (PMP), currently in development, will reassess the PCI of all City-maintained streets using standardized inspections, outline strategies to preserve and rehabilitate pavement based on condition and priority, and identify funding levels required to meet different condition targets, including a PCI of 80. This plan will serve as a guiding document for decision-making, over the next 5 years, and will position the City to respond strategically as new funding opportunities arise.