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## MEMORANDUM


**TO:** HONORABLE MAYOR &  
CITY COUNCIL

**FROM:** Ryan Russo  
OakDOT Director

**SUBJECT:** 2019 3-Year Paving Plan Year 1  
Update (July 2019 to June 2020)

**DATE:** September 15, 2020

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City Administrator   
Approval

Date: Sep 16, 2020

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### INFORMATION

This memo is to provide the Oakland City Council, the Mayor's Office, City staff and the community with an update regarding progress in implementing the 2019 3-Year Paving Plan through the first year of the plan (July 1, 2019 to June 30, 2020).

### GENERAL OVERVIEW

On May 7, 2019, City Council adopted a resolution (87673 C.M.S.) establishing the 2019 3-Year Paving Plan (3YP), a more than \$100M plan to repair Oakland's streets. This plan was funded through the first two years with the adoption of the Fiscal Year (FY) 2019-21 Capital Improvement Plan in June 2019. The 3YP represents an aggressive step towards investing in Oakland streets, including tripling annual spending on paving. The plan's investments will keep the majority of Oakland's major streets in good to excellent condition and massively invest in residential street paving. This informational report provides a progress update summarizing the first year of the plan (July 1, 2019 to June 30, 2020). In the past year, the City paved 32.3 miles, setting a new record for the most miles paved during a 12-month period. Approximately 23% of the plan has now been completed.

### BACKGROUND

On May 7, 2019, City Council adopted a resolution (87673 C.M.S.) establishing the 2019 3-Year Paving Plan (3YP), a more than \$100M plan to repair Oakland's streets. The 3YP was funded with the adoption of the FY 2019-21 Capital Improvement Plan in June 2019, and it officially kicked off with the new fiscal year on July 1, 2019.

The plan is funded through Measure KK, Oakland's 2016 Infrastructure Bond, as well as other sources, including gas tax revenues (Senate Bill 1) and existing grant awards. The plan establishes two main programs of paving: major streets and local streets. The plan prioritizes \$25M total toward major streets. It recommends both rehabilitation and preventative

maintenance treatments on major streets to both upgrade pavement condition and preserve existing good pavement. Major streets are prioritized by street condition and by traffic safety to ensure that necessary safety improvements on Oakland’s high injury corridors can be advanced quickly.

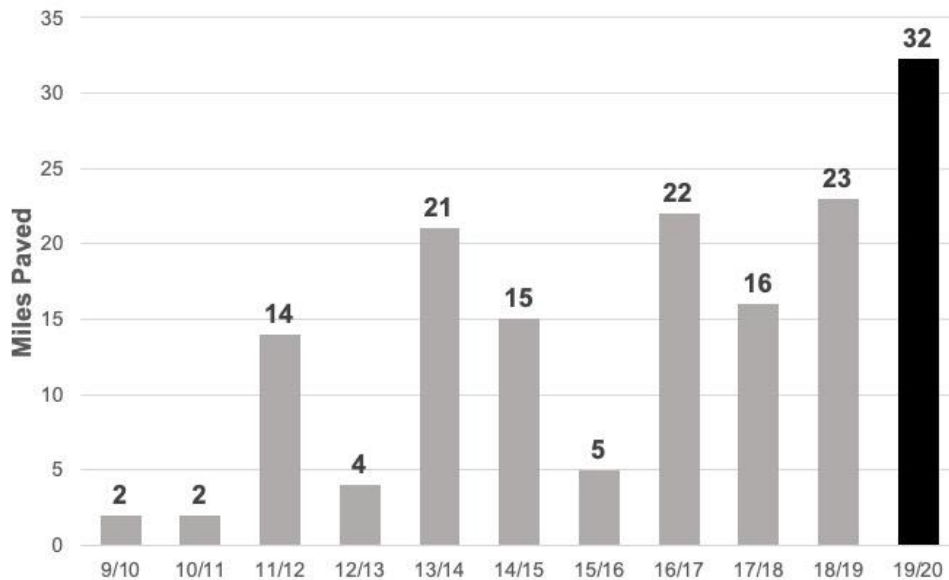
The plan prioritizes \$75M total toward local streets. All local streets paving under this plan is prioritized for pavement rehabilitation (mill and overlay). Of the proposed \$75M for local streets, the majority is programmed into Planning Areas by street condition and equity factors, with individual streets selected by street condition and proximity to schools. In addition, the 3YP programs \$7.5M local streets dollars toward cost-share agreements with utility companies to fully pave select residential streets after utility construction work, and \$7M local streets dollars toward residential streets paving based on City Council priorities.

### **SUMMARY OF PROGRESS**

This report provides an overall plan progress summary, as well as progress summaries by program (major streets and local streets) and by geography (council district and planning area). The report provides information on safety, accessibility, and mobility metrics improved through paving projects and provides a status update on project delivery and staffing.

Overall, during the first year of the plan, the City set a new annual record for paved mileage, with a total of 32.3 miles paved between July 1, 2019 and June 30, 2020 (Figure 1).

**Figure 1: Paving Program Annual Mileage (2009-2020)**



Despite the covid-19 pandemic which impacted both design and construction efforts, the program met 108% of the Year 1 mileage target of 30 miles total and 90% of the Year 1 mileage target of 8 miles by in-house crews (Table 1: 3YP Mileage Targets by Year).

**Table 1: 3YP Mileage Targets by Year**

	FY19-20 GOAL	FY 19-20 YTD	FY 20-21 GOAL	FY 21-22 GOAL	TOTAL
TOTAL MILEAGE	30 mi	32.3 mi	40 mi	55 mi	<b>125 mi</b>
IN-HOUSE MILEAGE	8 mi	7.5 mi	16 mi	16 mi	<b>40 mi</b>

To date, approximately 24% of the plan has been paved (Table 2). A list of streets completed during the first year of the 3YP is provided in *Attachment A*.

**Table 2: Major Indicators to Date**

	FY19-20 YTD <sup>1</sup>	TOTAL PLANNED <sup>2</sup>	% DONE
MILES PAVED	32.3	140.3	23%
MILES DESIGNED	35.6	140.3	25%
TIME (MOS)	12	36	33%

*Major Streets Program*

The adopted 3YP prioritizes paving treatment on 50 miles of major streets in Oakland to maintain the existing excellent average condition of Oakland’s major streets. Oakland’s major streets support the majority of daily vehicle, truck, bus, and bicycle trips, and the 3YP identifies a mix of preventative maintenance and pavement rehabilitation on major streets. In the first year of the plan, the City paved 14.5 miles of major streets. One example of a major street paved in the last year is Jefferson Street between 7<sup>th</sup> St and San Pablo Avenue in Council District 3 in the Downtown planning area. On Jefferson Street, the paving program implemented a corridor redesign with new bike lanes and high visibility crosswalks, adding 0.6 miles to the City’s bike network.

Nearly one-third of the 3YP major streets miles are on Oakland’s High Injury Network. Oakland’s High Injury Network are the subset of streets on which the majority of traffic injuries and fatalities occur and where traffic safety improvements are prioritized. During the first year of the paving plan, paving was completed on 3.6 miles of the High Injury Network. This mileage included 11<sup>th</sup> Street between Broadway and Madison Street and 12<sup>th</sup> Street between Broadway and Oak Street in Downtown, as part of the AC Transit Bus Rapid Transit construction project. A reduction of travel lanes (and addition of bus lanes), new curb ramps, and high visibility crosswalks were added on both corridors. In addition, the paving program completing repaving on Telegraph Avenue between MacArthur Boulevard and 52<sup>nd</sup> Street in Temescal in the North Oakland/Adams Point planning area, another High Injury Network corridor. While final

<sup>1</sup> Includes 0.8 mi that occurred before July 1, 2019 but is part of adopted 2019 3-Year Plan list.

<sup>2</sup> Represents increase in total mileage compared to 2019 3-Year-Plan list (approx. 131 mi) due to inclusion of additional full-width paving performed by others (e.g. utility projects, AC Transit Bus Rapid Transit construction project) and other City-sponsored paving (e.g. capital projects).

construction spans the first and second year of the plan, when complete this project will include the addition of new high visibility crosswalks, protected bike lanes, and bus boarding islands.

*Local Streets Program*

The 3YP prioritizes pavement rehabilitation on approximately 80 miles of local streets using prioritization values of equity, safety, and street condition in Oakland’s nine planning areas. This investment will support increasing the existing average Pavement Condition Index (PCI) to 50 on Oakland’s local streets. During the first year of the paving plan, 12.2 miles were paved on local streets. This total more than triples the previous average of 3.0 miles of local streets paving per year.

Local streets paving also presents opportunities to make meaningful safety and accessibility improvements beyond a smoother street. In the first year of the plan, paving improvements on Lowell Street in Council District 1 in the North Oakland/Adams Point planning area were combined with the implementation of a neighborhood bike route recommended in the citywide bike plan, as well as high visibility crosswalks. On A Street between 83rd Avenue and 98th Avenue in Council District 7 in the Central East Oakland planning area, the paving project addressed major roadway deterioration in addition to implementing 86 curb ramp improvements and adding new high visibility crosswalks and school zone markings.

**PROGRESS BY LOCATION**

In the first year of the plan, the largest number of paved miles were located in the Central East Oakland planning area for a total of 10.9 miles. This mileage includes corridor-length repaving that incorporated community-requested safety improvement projects on streets such as Havenscourt Boulevard between International Boulevard and Foothill Boulevard and Plymouth Street between 78th Avenue and 104th Avenue. On both corridors, repaving was supplemented by new landscaped traffic circles, high visibility crosswalks, and improved curb ramps.

Significant mileage was also completed in the Eastlake/Fruitvale (6.9 miles), Glenview/Redwood Heights (4.5 miles), North Oakland/Adams Point (2.9 miles), and Downtown (2.3 miles) planning areas (Table 3).

**Table 3: Progress by Planning Area**

PLAN AREA	FY19-20 YTD	TOTAL PLANNED	% DONE
CENTRAL EAST OAKLAND	10.9	34.5	32%
COLISEUM/AIRPORT	0.2	3.9	5%
DOWNTOWN	2.3	11.9	22%
EAST OAKLAND HILLS	1.6	8.2	19%
EASTLAKE/FRUITVALE	6.9 <sup>3</sup>	32.7	21%

<sup>3</sup> This includes 3.85 miles paved by the AC Transit Bus Rapid Transit construction project.

GLENVIEW/ REDWOOD HEIGHTS	4.54	10.9	42%
NORTH OAKLAND HILLS	1.3	9.6	13%
NORTH OAKLAND/ADAMS POINT	2.9	17.1	17%
WEST OAKLAND	1.7	13.7	12%
<b>GRAND TOTAL</b>	<b>32.3</b>	<b>140.3</b>	<b>23%</b>

During the first year of the paving plan, paving mileage was completed in each council district. The most miles were paved in District 7 (7.6 miles), followed by District 2 (5.8 miles) and District 4 (4.7 miles). These three Council Districts have a percentage of total miles completed (32%, 26%, and 25% respectively) that is greater than the city as a whole (23%) (Table 4).

**Table 4: Progress by Council District**

COUNCIL DISTRICT	FY19-20 YTD	TOTAL PLANNED	% DONE
CCD1	4.2	19.1	22%
CCD2	5.8	22.1	26%
CCD3	2.7	21.4	13%
CCD4	4.7	18.9	25%
CCD5	3.5	15.9	22%
CCD6	3.8	19.4	20%
CCD7	7.6	23.5	32%
<b>GRAND TOTAL</b>	<b>32.3</b>	<b>140.3</b>	<b>23%</b>

**SAFETY & ACCESSIBILITY IMPROVEMENTS**

Constructing curb ramps is a key part of the City of Oakland’s paving program. To date, the City has constructed 718 new curb ramps as part of the 3YP, supporting accessibility and walkability on each street that is repaved as part of the 2019 3-Year Plan (Table 5). For example, the paving program installed 43 curb ramps along E 18th Street between 4th Avenue and 14th Avenue in Council District 2 in the Eastlake/Fruitvale planning area, which help increase accessibility for local residents and workers and for riders of AC Transit’s Line 14 which operates along E 18th Street.

The paving program is also charged with implementing systematic safety upgrades, such as converting all existing marked crosswalks to “high visibility” style markings. High visibility crosswalks improve driver yielding, improving pedestrian safety. To date, the program has completed 824 crosswalk improvements (Table 5). The program also addresses sidewalk damage that is City responsibility along project corridors and facilitates repair of damage that is private owner responsibility to repair. To date, almost 29,000 square feet of sidewalks have been repaired through the paving program (Table 5). For example, the paving program implemented

<sup>4</sup> This includes 0.6 miles paved by a utility project.

8,950 square feet of sidewalk repair on W. Grand Avenue. This includes a 630-foot-long sidewalk gap between Adeline and Union, improved from a dirt and gravel path to a new ADA-compliant sidewalk.

**Table 5: Safety & Accessibility Indicators**

	<b>JUL – DEC 2019</b>	<b>JAN – JUN 2020</b>	<b>TOTAL</b>
IMPROVED CURB RAMPS (EA)	323	395	718
HIGH VISIBILITY CROSSWALKS (EA)	304	520	824
SIDEWALK REPAIR (SQ FT)	13,735	15,186	28,921

**COMPLETE STREETS IMPROVEMENTS**

The City’s paving program provides a dependable vehicle for implementing the transportation recommendations of other adopted plans, including specific and area plans, citywide bike plan, the citywide pedestrian plan, and various Safe Routes to School plans.

In the first year of the plan, more than 8 miles of new bikeways recommended in Let’s Bike Oakland, the City’s 2019 bicycle plan update, were implemented as part of the 3YP (Table 6). This represents almost two-thirds of all new bikeway miles implemented in the past year. These bikeway miles included improvements to existing bikeways, such as the buffered bike lanes that replaced the prior Class II bike lanes on Bancroft Avenue between 98th Avenue and 108th Avenue in the Central East Oakland planning area, and new bikeway miles, such as gap closures on MacArthur Boulevard from Ardley Avenue to Boston Avenue in the Dimond in Glenview/Redwood Heights planning area.

**Table 6: Mobility Indicators**

	<b>JUL – DEC 2019</b>	<b>JAN – JUN 2020</b>	<b>TOTAL</b>
NEW BIKEWAYS (MI)	3.76	4.60	8.36
IMPROVED BIKEWAYS (MI)	0.63	2.76	3.39

Because repaving offers a chance to upgrade crosswalks and improve curb ramps and other Safe Routes to School (SRTS) plan recommendation, streets near schools were prioritized in the 3YP as a way of efficiently implementing SRTS recommendations. During the first year of the paving plan, 4.8 miles of paving has been completed around schools, including 42nd Street between Telegraph Avenue and Broadway, next to Oakland Technical High School in Council District 1 and in the North Oakland/Adams Point planning area, as well as on MacArthur Boulevard between Lake Park Avenue and Park Boulevard, next to Oakland High School in Council District 2 in Eastlake/Fruitvale planning area. Other streets paved near schools include 10th Street from Market Street to Mandela Parkway next to Martin Luther King Jr Elementary in Council District 3 in the West Oakland planning area, as well as Ashton Avenue from Maddux Drive to

Jones Avenue by Brookfield Elementary School in Council District 7 in the Coliseum/Airport planning area. At each of these locations, the paving program has implemented yellow high visibility crosswalks and new or refreshed school zone markings, greatly augmenting the safety improvements implemented as part of the City’s existing Safe Routes to School engineering program.

**PROJECT DELIVERY**

In the first year of the plan, almost a third of the total paved mileage was achieved by OakDOT’s in-house crews for a total of 7.5 miles. This total sets a record for the most annual miles paved by OakDOT’s crews. Table 7 below reflects the mileage completed by period as well as the percent complete of the overall 3YP mileage target set for in-house crews and contract crews.

**Table 7: Mileage by Contract & City Crews**

	<b>FY19-20</b>	<b>TOTAL</b>	<b>% DONE</b>
	<b>YTD</b>	<b>PLANNED</b>	
IN-HOUSE CITY CREWS	7.5	40.0	19%
CONTRACT CREWS	24.8	100.3	25%
<b>GRAND TOTAL</b>	<b>32.3</b>	<b>140.3</b>	<b>23%</b>

*Staffing*

As of spring 2019, the paving design program is fully staffed. OakDOT’s paving and concrete crews continue to have some staffing vacancies.

*Paving by Others*

While the City’s paving program implements the majority of paving on City streets, other entities also perform full-width paving. During the first year of the paving plan, 6.8 miles of full-width paving was completed by other public agency projects, such as AC Transit’s East Bay Bus Rapid Transit project and utility companies, and by private development projects. For example, 4.9 miles were paved along the AC Transit BRT route which added miles to Districts 2, 3,5 and 6, as well as to the Downtown, Eastlake/Fruitvale, and Central East Oakland Planning Areas. In addition, approximately 0.6 miles not prioritized in the 3YP was paved in District 4 and in the Glenview/Redwood Heights planning area during the past year through utility project restoration requirements. These and all street segments paved by others are included in **Attachment A** and combined with 3YP prioritized-miles in the total, planning area, and Council District tabulations of this report.

**CONTRACTS & CONTRACTING AUTHORITY**

To support implementation of the plan, the paving program has prepared nearly \$70M in contract capacity to date, including paving, curb ramp, and sidewalk repair construction contracts. In June 2019, Council authorized the City Administrator to execute paving & concrete construction contracts towards the 3YP up to a cumulative \$35M without return to Council. To date, approximately \$6M of this authority has been exercised (Table 8). Staff have prepared an additional on-call paving contract that is currently out to bid, estimated at \$13M. With bids due in August 2020, staff anticipate the available contract authority will soon be reduced to approximately \$16M and anticipate returning to Council in winter 2020 to request approximately \$50M in additional contract award authority to complete the 3YP.

**Table 8: Contracts & Contracting Authority**

<b>PROJECT NUMBER</b>	<b>CONTRACTOR</b>	<b>STATUS</b>	<b>VALUE</b>	<b>USE OF AUTHORITY (\$35M)</b>
2019 ON-CALL 1	Gallagher & Burk	In construction	\$11.0	-
2019 ON-CALL 2	McGuire & Hester	Complete	\$11.0	-
1004796	Gallagher & Burk	Complete	\$5.8	\$5.8
1004261 (CURB RAMPS)	Ray’s Electric	Complete	\$1.5	-
1004419 (CURB RAMPS)	Ray’s Electric	In construction	\$1.2	-
2020 ON-CALL 1 (2019 EXT)	Gallagher & Burk	In construction	\$11.0	-
2020 ON-CALL 2 (2019 EXT)	McGuire & Hester	In construction	\$11.0	-
2020 ON-CALL 3		Bid-Award	\$13.0	\$13.0
<b>GRAND TOTAL</b>			<b>\$69.5</b>	<b>\$18.8</b>

*Impacts of Covid-19*

Local shelter-in-place orders and a switch to 100% remote work in March 2020 impacted both the City’s engineering design program and in-house paving production. Staff estimate that approximately 2 months’ progress on both design preparation and in-house paving production was lost due to Covid-19 during the past year. Staff remain dedicated to advancing the goals of the 3YP amid the global health and economic crises related to Covid-19.

**PUBLIC INFORMATION**

During the past year, staff have prepared multiple informational memoranda related to the 3YP. In August 2019, staff prepared an information memo to the Mayor and City Council detailing goals for in-house paving and concrete construction, as well goals for local and small/local business enterprise participation. In October 2019, staff prepared an information memo detailing the list of streets prioritized by Council District offices as part of the Council Discretion program of local streets. This informational memo specified which streets will be added to the Plan based on the adopted set-aside for Council Discretion streets, which added an additional 7 miles of local streets to the 3YP. Each Council District office selected streets up to \$1.0M in construction



costs per Council's final resolution. In April 2020, staff prepared an information memo providing an update on the first six months of the paving plan (July 2019 to December 2019).

Information, webmaps, and reports related to the paving program and the 3YP are maintained on the City's website.<sup>5</sup> Staff maintain multiple webmaps on the program website that provide information to the public such as a 3YP overview and anticipated paving schedule by year.

Respectfully submitted,



Ryan Russo (Sep 16, 2020 11:56 PDT)

RYAN RUSSO

Director, Oakland Department of Transportation

For questions regarding this report, please contact Sarah Fine, Complete Streets Paving & Sidewalks Program Manager at (510) 238-6241.

*Attachments (1):*

*A: List of Completed Streets*

<sup>5</sup> "City of Oakland | Paving" <http://www.oaklandca.gov/topics/paving>

## Attachment A - Full Street List

	Street Name	From	To	Length
<b>April 2019</b>	CONGRESS AV	HIGH ST	FOOTHILL BLVD	0.6
	E 7TH ST	KENNEDY ST	23 AV	0.1
				<b>0.7</b>
<b>May 2019</b>	86TH AV	E ST	G ST	0.1
	87TH AV	E ST	G ST	0.2
	63RD AV	INTERNATIONAL BLVD	EASTLAWN ST	0.2
				<b>0.4</b>
<b>July 2019</b>	13TH AV	E 24 ST	E 32 ST	0.4
	HARVEY AV	57 AV	55 AV	0.1
				<b>0.5</b>
<b>August 2019</b>	CHAPMAN ST	DERBY AV	PETERSON ST	0.1
	CHAPMAN ST	LANCASTER ST	DERBY AV	0.1
	CHAPMAN ST	PETERSON ST	29 AV	0.1
	CHAPMAN ST	SOUTH END	LANCASTER ST	0.0
	HAROLD ST	BOSTON AV	COOLIDGE AV	0.2
	HAROLD ST	CHAMPION ST	BOSTON AV	0.1
	HAROLD ST	FRUITVALE AV	CHAMPION ST	0.1
	LAGUNA WY	COOLIDGE AV	HAROLD ST	0.1
				<b>0.8</b>
<b>September 2019</b>	A ST	98 AV	92 AV	0.3
	A ST	92 AV	83 AV	0.5
	PEACH ST	92 AV	96 AV	0.2
	ALVARADO PL	ALVARADO RD	END	0.0
	ALVARADO RD	81 ALVARADO	111 ALVARADO	0.1
				<b>1.2</b>
<b>October 2019</b>	LOWELL ST	62 ST	MARKET ST	0.1
	LOWELL ST	STANFORD AV	62 ST	0.2
	LOWELL ST	54 ST	STANFORD AV	0.3
	LOWELL ST	ADELINE ST	54 ST	0.1
				<b>0.7</b>
<b>November 2019</b>	GARNET ST	EMERALD ST	BROADWAY	0.1
	PETERSON ST	EAST END	GLASCOCK ST	0.2
	42ND ST	BROADWAY	TELEGRAPH AV	0.5
	EXCELSIOR AV	FREEWAY ENT	PARK BLVD	0.2
	MACARTHUR BLVD	BOSTON AV	CHAMPION ST	0.2
	MACARTHUR BLVD	CANON AV	FRUITVALE AV	0.1
	MACARTHUR BLVD	CANON AV	ARDLEY AV	0.3
	HAVENSCOURT BLVD	AVENAL AV	BANCROFT AV	0.5
	HAVENSCOURT BLVD	BANCROFT AV	FOOTHILL BLVD	0.1
	HAVENSCOURT BLVD	INTERNATIONAL BLVD	AVENAL AV	0.4
				<b>2.5</b>
<b>December 2019</b>	CHURCH ST	ARTHUR ST	FLORA ST	0.4
	CHURCH ST	BANCROFT AV	ARTHUR ST	0.2
	CHURCH ST	FOOTHILL BLVD	BANCROFT AV	0.2
	E 18TH ST	14 AV	4 AV	0.7
	KRAUSE AV	PVMT CHNG	CHURCH ST	0.1
	76TH AV	RUDDSDALE ST	SPENCER ST	0.2
	76TH AV	SPENCER ST	HAWLEY ST	0.1
	76TH AV	INTERNATIONAL BLVD	RUSDALE ST	0.2
				<b>2.1</b>
<b>3YP 2019 TOTAL</b>				<b>8.8</b>
	Street Name	From	To	Length
<b>January 2020</b>	14TH AV	E 12 ST	INTERNATIONAL BLVD	0.1
	HAMILTON ST	HEGENBERGER RD	76 AV	0.1
	HAMILTON ST	76 AV	77 AV	0.0
	HAWLEY ST	77 H AV	75 AV	0.1
	BANCROFT AV	103 AV	107 AV	0.2
	BANCROFT AV	98 AVE	103 AVE	0.4
				<b>0.9</b>
<b>February 2020</b>	29TH AV	E 17 ST	INTERNATIONAL BLVD	0.2
	BANCROFT AV	103 AVE	98 AVE	0.4
	BANCROFT AV	107 AV	103 AV	0.2
	BANCROFT AV	107 AV	DURANT AV	0.1
	PLYMOUTH ST	104 AV	99 AV	0.3
	PLYMOUTH ST	82 AV	78 AV	0.3

	Street Name	From	To	Length
	PLYMOUTH ST	98 AV	82 AV	0.9
	E 17TH ST	SEMINARY AV	55 AV	0.3
				<b>2.7</b>
<b>March 2020</b>	CARSON ST	REINHARDT DR	MOUNTAIN BLVD	0.2
	CARSON ST	TOMPKINS AV	FAIR AV	0.1
	EDWARDS AV	SUNKIST DR	OFF RAMP	0.2
	KELLER AV	SEQUOYAH RD	SKYLINE BLVD	0.4
	KINGSLAND AV	BIRDSALL AV	REDDING ST	0.1
	TOMPKINS AV	CARSON ST	HIGH ST	0.1
	102ND AV	INTERNATIONAL BLVD	BANCROFT AV	0.6
	CARSON ST	FAIR AV	REINHARDT DR	0.2
	SEQUOYAH RD	SCG	KELLER AV	0.0
	SEQUOYAH RD	RIDGEMOOR RD	SCG	0.1
	MACARTHUR BLVD	ALMA AV	PARK BLVD	0.1
	MACARTHUR BLVD	ALMA AV	HILLGIRT CL	0.3
	MACARTHUR BLVD	PARK BLVD	PVMT CHNG (PCC)	0.1
	MACARTHUR BLVD	PVMT CHNG (PCC BEGIN)	ALMA AV	0.1
	81ST AV	B ST	INTERNATIONAL BLVD	0.2
	81ST AV	RUDSDALE ST	B ST	0.1
				<b>2.9</b>
<b>April 2020</b>	11TH ST	BROADWAY	FRANKLIN ST	0.1
	11TH ST	FRANKLIN ST	MADISON ST	0.4
	11TH ST	MADISON ST	12 ST	0.2
	12TH ST	BROADWAY	FRANKLIN ST	0.1
	12TH ST	FRANKLIN ST	WEBSTER ST	0.1
	12TH ST	OAK ST	HARRISON ST	0.3
	SUNNYSIDE ST	90 AV	98 AV	0.4
	10TH ST	MARKET ST	MANDELA PKWY	0.6
	10TH ST	WEST ST	MARKET ST	0.0
	14TH ST	WOOD ST	MANDELA PKWY	0.4
	51ST ST	TELEGRAPH AV	SHAFTER	0.2
	BRUSH ST	5 ST	3 ST	0.1
	BRUSH ST	6 ST	5 ST	0.1
	HILLMONT DR	SUNKIST DR	EDGEMOOR PL	0.1
	HOLLIS ST	34TH ST	PERALTA ST	0.1
	HOLLIS ST	500 FT/S YERBA BUENA AV	34TH ST	0.1
			500 FT/S YERBA BUENA AV	
	HOLLIS ST	YERBA BUENA AV	AV	0.1
	51ST ST	SHAFTER	BROADWAY	0.4
	JEFFERSON ST	14 ST	SAN PABLO AV	0.2
	JEFFERSON ST	7 ST	12 ST	0.3
	JEFFERSON ST	12 ST	14 ST	0.1
				<b>4.3</b>
<b>May 2020</b>	28TH ST	SAN PABLO AV	WEST ST	0.1
	28TH ST	MARKET ST	SAN PABLO AV	0.1
	5TH ST	JACKSON ST	OAK ST	0.1
	82ND AV	UTAH ST	MACARTHUR BLVD	0.3
	ALMANZA DR	CAPISTRANO DR	TOPANGA DR	0.2
	ASHTON AV	MADDUX DR	JONES AV	0.2
	CARY AV	EDES AV	DOUGLAS AV	0.2
	ELYSIAN FIELDS DR	PVMT CHNG	GOLF LINKS RD	0.4
	FRANKLIN ST	2 ST	EMBARCADERO	0.1
	FRANKLIN ST	3 ST	2 ST	0.1
	FRANKLIN ST	4 ST	3 ST	0.1
	FRANKLIN ST	5 ST	4 ST	0.1
	LAKE PARK AV	PVMT CHNG	LAKESHORE AV	0.2
	LAKE PARK AV	MACARTHUR BLVD	PVMT CHNG	0.1
	LEIMERT BLVD	MONTEREY RD	WRENN ST	0.8
	TOPANGA DR	105 AV	EAST END	0.1
	YERBA BUENA AV	40 ST	CITY LIMIT	0.1
				<b>3.1</b>
<b>June 2020</b>	12TH ST	WEBSTER ST	HARRISON ST	0.1
	38TH AV	E 12 ST	INTERNATIONAL BLVD	0.1
	BANCROFT PL	WEST END	PANORAMIC WY	0.1
	DWIGHT PL	DWIGHT WAY	WEST END	0.1
	DWIGHT WY	CITY LIMIT	PANORAMIC WAY	0.3
	HEARST AV	LINCOLN AV	LAGUNA AV	0.2
	LAGUNA AV	DAMUTH ST	MACARTHUR BLVD	0.1

	Street Name	From	To	Length
	LAGUNA AV	SCENIC AV	DAMUTH ST	0.1
	MADLINE ST	COOLIDGE AV	LAGUNA AV	0.1
	PANORAMIC WY	BANCROFT PL	CITY LIMIT	0.7
	SCENIC AV	LAGUNA AV	LINCOLN AV	0.2
	TELEGRAPH AV	MACARTHUR BLVD	45 ST	0.5
	TELEGRAPH AV	45 ST	46 ST	0.0
	TELEGRAPH AV	46 ST	48 ST	0.1
	TELEGRAPH AV	48 ST	52 ST	0.2
<b>3YP 2020 TOTAL TO DATE</b>				<b>2.8</b>
				<b>25.5</b>

	Street Name	From	To	Length
<b>September 2019</b>	MACARTHUR BLVD	HIGH ST	RICHARDS RD	0.7
	CALAVERAS AVE	MACARTHUR BLVD	BUELL ST	0.1
	BUELL ST	CALAVERAS AVE	MACARTHUR BLVD	0.1
	CALAVERAS BLVD	MACARTHUR BLVD	BUELL ST	0.1
<b>October 2019</b>	INTERNATIONAL BLVD	2ND AVE	10TH AVE	0.5
	INTERNATIONAL BLVD	13TH AVE	15TH AVE	0.1
	INTERNATIONAL BLVD	17TH AVE	24TH AVE	0.6
	INTERNATIONAL BLVD	24TH AVE	25TH AVE	0.0
	INTERNATIONAL BLVD	25TH AVE	MITCHELL AVE	0.2
	INTERNATIONAL BLVD	MITCHELL AVE	28TH AVE	0.1
	INTERNATIONAL BLVD	33RD AVE	38TH AVE	0.4
	INTERNATIONAL BLVD	38TH AVE	40TH AVE	0.1
	INTERNATIONAL BLVD	40TH AVE	HIGH ST	0.2
	INTERNATIONAL BLVD	55TH AVE	61ST AVE	0.4
	INTERNATIONAL BLVD	61ST AVE	65TH AVE	0.6
	INTERNATIONAL BLVD	65TH AVE	67TH AVE	0.1
<b>November 2019</b>	INTERNATIONAL BLVD	FRUITVALE AVE	33RD AVE	0.1
	BOULEVARD WAY	CROFTON AVE	CITY LIMIT	0.0
	HARRISON ST	MONTE VISTA AVE	BAYO VISTA PL	0.1
<b>December 2019</b>	INTERNATIONAL BLVD	10TH AVE	13TH AVE	0.2
	INTERNATIONAL BLVD	28TH AVE	FRUITVALE AVE	0.3
<b>February 2020</b>	INTERNATIONAL BLVD	15TH AVE	17TH AVE	0.1
<b>March 2020</b>	20TH ST	M L KING WAY	CASTRO ST	0.1
<b>April 2020</b>	E 12TH ST	2ND AVE	14TH AVE	0.8
	INTERNATIONAL BLVD	50TH AVE	55TH AVE	0.3
<b>May 2020</b>	SAN PABLO AVE	16TH STREET	17TH STREET	0.1
	BYWOOD DR	CARTER ST	2001 BYWOOD DR	0.2
	ROSECREST DR	CARTER ST	BRENTWOOD RD	0.1
	OAK CREST DR	LEIMERT BLVD	CARTER ST	0.1
	FRYE ST	4250 MAPLE AVE	3170 FRYE ST	0.2
<b>NON 3-YEAR PLAN PAVING (BY OTHERS)</b>				<b>6.8</b>