



MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Ryan Russo
OakDOT Director

SUBJECT: 2019 3-Year Paving Plan Year 2
Update (July 2020 to June 2021)

DATE: September 21, 2021

City Administrator
Approval

Date: Sep 27, 2021

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 second year of the plan (July 1, 2020 to June 30, 2021).

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 and funded for the last year with the adoption of the Fiscal Year (FY) 2021-2023 Capital Improvement Plan in June 2021. The 3YP represents an aggressive step towards investing in Oakland streets, including tripling annual spending on paving compared to the last citywide plan. 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 second year of the plan (July 1, 2020 to June 30, 2021). In the past year, the City paved 44.1 miles, breaking the record the City set last year of 32.3 miles and setting a new record for the most annual miles paved. As of June 30, 2021, 76.4 miles have been paved under the 3YP, exceeding the 70 mile target set for the first two years of the plan.

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 can be advanced quickly on Oakland's high injury corridors, the subset of Oakland streets where the majority of severe and fatal crashes occur.

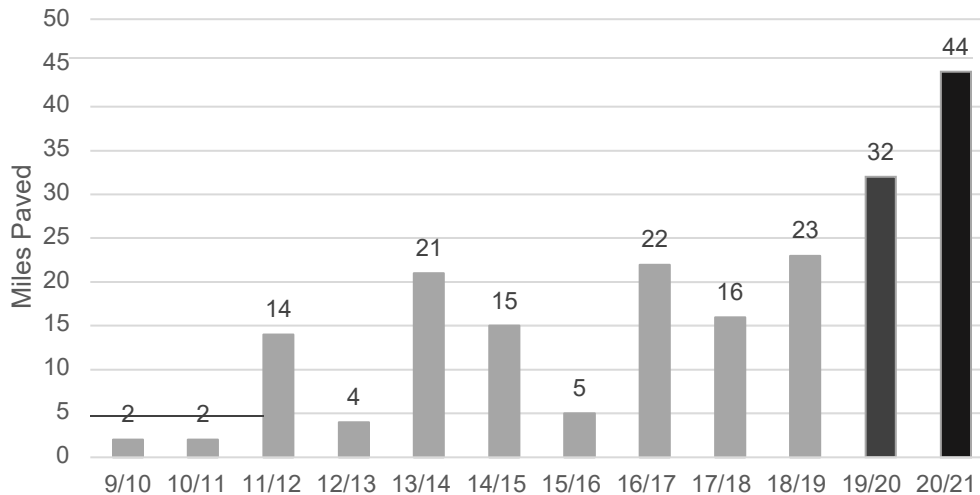
The plan prioritizes \$75M total toward local streets. All local streets paving under this plan is prioritized for pavement rehabilitation (mill and overlay). Of the proposed \$75M for local streets, the majority is programmed into planning areas by street condition and equity factors, with individual 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 second year of the plan, the City set a new annual record for paved mileage, with a total 44.1 miles paved between July 1, 2020 and June 30, 2021. This record surpasses the record set by the first year of the paving plan in which the City paved 32.3 miles between July 1, 2019 and June 30, 2020 (Figure 1), and was made possible by the continued availability of Measure KK dollars for the paving program.

Figure 1: Paving Program Historical Annual Mileage



Despite the Covid-19 pandemic which impacted both design and construction efforts, the program met 110% of the Year 2 mileage target of 40 miles total and 53% of the Year 2 mileage target of 16 miles by in-house crews (Table 1: 3YP Mileage Targets by Year).

Table 1: 3YP Mileage Targets by Year

	FY19-20 GOAL	FY19-20 YTD	FY 20-21 GOAL	FY 20-21 YTD
TOTAL	30	32.3	40	44.1
IN-HOUSE	8	7.5	16	8.5

To date, 76.4 miles have been paved or approximately 61% of the plan (Table 2). A list of streets completed during the second year of the 3YP is provided in *Attachment A*.

Table 2: Major Indicators to Date

	FY19-20 YTD ¹	FY20-21 YTD	PLANNED ²	% DONE
MILES PAVED	32.3	44.1	125.0	61%
MILES DESIGNED	45.5	91.3	125.0	109%
TIME (MOS)	12	12	36	67%

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

² Original 2019 3-Year Paving Plan was adopted in March 2019 with a total of 125 miles. In October 2019, 7 miles were added through the Council Discretion Streets program. Since then additional mileage has been added as part of full-width paving performed by others (e.g. utility coordination with EBMUD, other utility projects, AC Transit Bus Rapid Transit construction project) and other City-sponsored paving (e.g. capital projects).

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 (treatments such as slurry seals and microsurfacing) and pavement rehabilitation (primarily mill/overlay treatments) on major streets. In the second year of the plan, the City paved 7.5 miles of major streets, and to date, 21.7 miles out of the original 50 miles of major streets have been paved. One example of a major street paved in the last year is 23rd Avenue between E 12th St and E 31st St in Council District 2 in the Eastlake/Fruitvale planning area.

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 second year of the paving plan, paving was completed on the High Injury Network portion of MacArthur Boulevard between 73rd Avenue and 82nd Avenue. This project also included a road diet from four lanes of traffic to two with a middle turn lane, as well as new pedestrian medians to increase safety and accessibility for people walking.

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 second year of the paving plan, 36.1 miles were paved on local streets, almost triples last year's record of 12.2 miles of local streets. To date, the 3YP has paved 47.3 miles of local streets or 59% of the overall 80 mile goal.

Local streets paving also presents opportunities to make meaningful safety and accessibility improvements beyond a smoother street. In the second year of the plan, in-house crews paved 55th Avenue from International Blvd to MacArthur Blvd in Council District 6 in the Central East Oakland planning area and added high visibility crosswalk and speed bumps. In District 1 in the North Oakland/Adams Point planning area, numerous neighborhood streets were repaved. These include the cluster of Regent St, Hillegass Ave, Benvenue Ave, and Colby St, which is a prominent bikeway and a Slow Street.

Summary of Additional Mileage

Since the 2019 3-Year Paving Plan began on July 1, 2019, the total planned mileage has increased compared to 2019 3-Year Plan original list. This is due to the addition of Council Discretion miles (streets selected by each Councilmember as per Resolution 87673 C.M.S.), the inclusion of additional full-width paving performed by others (e.g. utility projects), and the incorporation of City-sponsored paving (e.g. capital projects or additional segments contiguous with adopted 2019 3YP streets) (Table 3).

Additional mileage added to the 2019 3-Year Paving Plan falls into two main categories: mileage added to date by the City and mileage added to date by others. The City-added category includes

segments which were paved by city crews or city contractors, and are either City-Contiguous segments, which are segments contiguous with existing 3YP streets, or City-Capital Coordination segments, which are segments completed by other City projects such as a Highway Safety Improvement Program project on Fruitvale Avenue between E 12th St and Foothill Boulevard. The Others-added category includes segments that were paved full-width by a utility agency, such as PG&E or EBMUD, or an external agency project, such as AC Transit’s East Bay Bus Rapid Transit project.

Table 3: 3YP Planned Mileage To Date

Original 3YP Mileage	125.0
Council Discretion Mileage (added in October 2019)	7.0
Mileage Added to Date Through City Projects	9.6
Mileage Added to Date by Others	8.5
Total 3YP To Date	150.1

PROGRESS BY LOCATION

The 2019 3YP used nine “Planning Areas” to distribute local streets funding. Planning areas follow Oakland’s geography and demographics and are thus unique from Oakland’s seven Council District boundaries. Funding for local streets was distributed across planning areas using equally-weighted factors of street condition and equity.

In the second year of the plan, the largest number of paved miles were located in the Eastlake/Fruitvale planning area for a total of 13.4 miles. This mileage includes corridor-length repaving that incorporated safety improvement projects on streets such as 11th Avenue from E. 8th Street to Bayview Avenue supplemented by high visibility crosswalks and bike boulevard improvements.

Significant mileage was also completed in the Central East Oakland (10.7 miles), North Oakland/Adams Point (7.0 miles), and West Oakland (5.8 miles) planning areas (Table 4). Since the beginning of the paving plan, the most miles have been paved to date in the Central East Oakland planning area and Eastlake /Fruitvale planning area (21.6 miles and 20.3 miles respectively). The Glenview/Redwood Heights planning area is the closest to 100% completion at 85% complete, with 7.6 of 9 miles paved (Table 4).

Table 4: Progress by Planning Area

PLANNING AREA	FY19-20 TOTAL	FY20-21 TOTAL	TOTAL PAVED	PLANNED	% DONE
CENTRAL EAST OAKLAND	10.9	10.7	21.6	31.1	72%
COLISEUM/AIRPORT	0.2	-	0.2	4.0	5%
DOWNTOWN	2.3	0.9	3.2	9.7	32%

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EAST OAKLAND HILLS	1.6	0.9	2.5	7.5	36%
EASTLAKE/FRUITVALE	6.9 ³	13.4	20.3	26.6	78%
GLENVIEW/ REDWOOD HTS	4.5 ⁴	3.1	7.6	9.1	85%
NORTH OAKLAND HILLS	1.3	2.3	3.6	8.4	45%
NORTH OAKLAND/ADAMS PT	2.9	7.0	9.9	15.6	66%
WEST OAKLAND	1.7	5.8	7.5	13.0	58%
GRAND TOTAL	32.3	44.1	76.4	125.0	61%

During the second year of the paving plan, paving mileage was completed in each City Council district. The most miles were paved in District 2 (9.5 miles), followed by District 1 (9.1 miles) and District 6 (7.7 miles). These three Council Districts have a percentage of total miles completed (85%, 78%, and 68% respectively) that is greater than the city as a whole (61%) (Table 5).

Table 5: Progress by Council District

COUNCIL DISTRICT	FY19-20 TOTAL	FY20-21 TOTAL	TOTAL PAVED	PLANNED	% DONE
CCD1	4.2	9.1	13.3	17.6	78%
CCD2	5.8	9.5	15.3	18.2	85%
CCD3	2.7	6.6	9.3	20.2	47%
CCD4	4.7	4.8	9.5	16.5	60%
CCD5	3.5	3.1	6.6	12.8	51%
CCD6	3.8	7.7	11.5	17.7	68%
CCD7	7.6	3.3	10.9	22.1	50%
GRAND TOTAL	32.3	44.1	76.4	125.0	61%

SAFETY & ACCESSIBILITY IMPROVEMENTS

Constructing curb ramps is a key part of the City of Oakland’s paving program. To date, the City has constructed 938 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 6).

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 2,073 crosswalk improvements (Table 6). 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 60,415 square feet of sidewalks have been repaired through the paving program (Table 6).

³ This includes 3.85 miles paved by the AC Transit Bus Rapid Transit construction project.

⁴ This includes 0.6 miles paved by a utility project.

Table 6: Safety & Accessibility Indicators

	FY19-20 TOTAL	FY20-21 TOTAL	TOTAL
IMPROVED CURB RAMPS (EA)	718	220	938
HIGH VISIBILITY CROSSWALKS (EA)	824	1,249	2,073
SIDEWALK REPAIR (SQ FT)	28,921	31,494	60,415

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 second year of the plan, more than 5 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 7). These bikeway miles included improvements to existing bikeways, such as the new buffered bike lanes on Park Boulevard from E. 18th Street to McKinley Avenue.

Table 7: Mobility Indicators

	FY 19-20 TOTAL	FY20-21 TOTAL	TOTAL
NEW BIKEWAYS (MI)	8.36	5.10	13.46
IMPROVED BIKEWAYS (MI)	3.39	1.17	4.56

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 second year of the paving plan, 10.81 miles of paving has been completed around schools. In Council District 2 in Eastlake/Fruitvale planning area, this includes new paving on E 19th Street next to Roosevelt Middle School and on E 28th Street and 11th Avenue next to Bella Vista Elementary School. Other streets paved near schools include 26th Street next to McClymonds High School in Council District 3 in the West Oakland planning area, as well as 69th Avenue next to various schools including Lockwood Elementary School, as well as the Oakland Public Library MLK Jr. Branch in Council District 6 in the Central East Oakland 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 8 below reflects the mileage completed by period as well as the percent complete of the overall 3YP mileage target set for in-house crews, contract crews, and others, such as utility companies.

Table 8: Mileage by Contract, City Crews & Others

	FY19-20 YTD	FY20-21 YTD	TOTAL PAVED	PLANNED	% DONE
IN-HOUSE CITY CREWS	7.5	8.5	16.0	40.0	40%
CONTRACT CREWS	18.0	35.2	53.2	85.0	63%
OTHERS	6.8 ⁵	0.4	7.2	0.0	-
GRAND TOTAL	32.3	44.1	76.4	125.0	61%

Staffing

As of spring 2021, the paving design program has some staffing vacancies with 5 of 7 FTE. OakDOT’s paving and concrete crews continue to have some staffing vacancies, with 45 out of 58 positions filled.

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 second year of the paving plan, 0.4 miles of full-width paving was completed by other public agency projects and by private development projects. 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 3YP, the paving program has prepared more than \$100M in 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 \$7M of this authority has been exercised (Table 9). Staff have prepared three final paving contracts expected to complete the 3YP, estimated at \$30M total. With bids due in August 2021, staff anticipate the available contract authority will soon be exhausted.

⁵ Significant mileage by others in FY19-20 was paved by the AC Transit Bus Rapid Transit construction project.

Table 9: Contracts & Contracting Authority

	STATUS	VALUE	USE OF AUTHORITY (\$35M)
2019 ON-CALL 1	Complete	\$11.0	-
2019 ON-CALL 2	Complete	\$11.0	-
1004796	Complete	\$5.8	\$5.8
1004261 (CURB RAMPS)	Complete	\$1.5	-
1004419 (CURB RAMPS)	Complete	\$1.2	-
2020 ON-CALL 1 (2019 EXT)	In construction	\$11.0	-
2020 ON-CALL 2 (2019 EXT)	In construction	\$11.0	-
2020 ON-CALL 1	In construction	\$12.7	
2020 ON-CALL 2	In construction	\$12.7	
2020 ON-CALL 3	In construction	\$12.7	
2020 ON-CALL 4	In construction	\$12.7	
1003349	In construction	\$1.3	\$1.3
GRAND TOTAL		\$104.5	\$27.9

Impacts of Covid-19

City staff continued to meet the paving program’s ambitious annual goals amid the continued Covid-19 pandemic. Flexible telecommute arrangements enabled design staff to continue to prepare engineering plans, and masking and social distancing practices prevented City and contract crews from Covid-19 outbreaks. Still, in the months leading up to widespread vaccine availability, many City staff and their families were impacted by Covid-19 related illnesses and deaths.

COMPLETING THE 3YP AND ESTABLISHING THE NEXT MULTI-YEAR PLAN

Previous City of Oakland multi-year paving plans have functioned largely as a documentation of program goals, establishing an optimistic view of what could be accomplished to maintain the citywide pavement system if full funding became available. In addition to funding shortfalls, there are typically always certain street segments held for project coordination, including internal and external agency coordination. As such, all previous plans have ended without all miles being paved. Moving into the third and final year of the 2019 3-Year Plan, staff anticipate completing at least 90% of the mileage goals of the 3YP (112 of 125 miles). Full staffing has been an elusive goal for all aspects of the City’s paving program, including perennial vacancies in OakDOT’s pavement design program, OPW’s Construction Management division, and OakDOT’s paving and concrete maintenance crews. Additionally, a concurrent and related challenge has been ensuring available staff resources to develop design concepts and engage with Oaklanders on 3YP corridors with complex design opportunities. All corridors that were prioritized in the 2019 3-Year Plan but not paved before June 2022 will be completed under the next multi-year paving plan.

Staff are currently developing the next paving plan, which is anticipated to cover a five-year list of streets, with a 10-year capital plan. Staff have proposed a continuation of the 3YP's prominent focus on street condition and equity. Funding for the 1.5 years of this future plan is available through the existing 2016 Measure KK Infrastructure Bond, but based on current analysis, Measure KK funding for transportation will run out before the beginning of Year 2 of this future plan (Fiscal Year 23/24). To share information about the next plan, staff will host an online open house and present to City commissions and Neighborhood Crime Prevention Councils in October and early November. The next plan would be presented to City Council for adoption, anticipated in December 2021 or January 2022 with implementation beginning July 2022.

PUBLIC INFORMATION

During the past two years, staff have prepared multiple informational memoranda related to the 3YP. These include a memo to the Mayor and City Council detailing goals for in-house paving and concrete construction, as well as goals for local and small/local business enterprise participation, and an informational memo detailing the list of streets prioritized by Council District offices as part of the Council Discretion program of local streets. In addition, staff have prepared informational memos providing updates every six months of the paving plan.

Information, webmaps, and reports related to the paving program and the 3YP are maintained on the City's website.⁶ 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

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 in Year 2

⁶ "City of Oakland | Paving" <http://www.oaklandca.gov/topics/paving>

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Attachment A - Full Street List

	Street Name	From	To	Length
July 2020	38TH AVE	INTERNATIONAL BLVD	FOOTHILL BLVD	0.3
	BROADWAY	11 ST	20 ST	0.5
	FLORIDA ST	NORTH END	SOUTH END	0.4
	WHITTLE AVE	EAST END	TIFFIN RD	0.4
				1.6
August 2020	DELAWARE ST	35 AV	MAPLE AV	0.3
	HILLVIEW ST	MADELINE ST	WEST END	0.1
	MADELINE ST	MAPLE AV	NORTH END	0.1
				0.5
September 2020	69TH AV	FLORA ST	INTERNATIONAL BLVD	0.1
	70TH AV	SNELL ST	HAWLEY ST	0.1
	72ND AV	INTERNATIONAL BLVD	HAWLEY ST	0.5
	76TH AV	HOLLY ST	INTERNATIONAL BLVD	0.3
	81ST AV	DOWLING ST	HILLSIDE ST	0.1
	CAMDEN ST	SEMINARY AV	BRANN ST	0.4
	DOWLING ST	81 AV	80 AV	0.0
	DOWLING ST	82 AV	NORTH END	0.0
	FLORA ST	68 AV	70 AV	0.1
	FLORA ST	HAVENSCOURT BV	68 AV	0.1
	GALINDO ST	35 AV	HARRINGTON AV	0.2
	HILLSIDE ST	73 AV	82 AV	0.6
	HILLSIDE ST	83 AV	84 AV	0.1
	LUCILLE ST	66 AV	69 AV	0.2
	SPENCER ST	69 AV	SOUTH END	0.2
				2.9
October 2020	55TH AV	INTERNATIONAL BLVD	FAIRFAX AV	0.2
	70TH AV	SNELL ST	HAWLEY ST	0.1
	COLISEUM WY	50 AV	JULIE ANN WY	0.5
	COLISEUM WY	JULIE ANN WY	66 AV	0.3
	GLEASON WY	16 AV	MUNSON WAY	0.5
	INDEPENDENCE WY	18 AV	22 AV	0.3
	KINGSLAND AV	VIRGINIA AV	BIRDSALL AV	0.2
	LILAC ST	WEST END	ALLENDALE AV	0.2
	PENNIMAN ST	COURTLAND AV	SOUTH END	0.1
	TRASK ST	55 AV	SEMINARY AV	0.3
November 2020	CALCOT PL	E 11 ST	WEST END	0.2
	COMMERCE WY	18 AV	SOUTH END	0.4
	E 19TH ST	14 AV	24 AV	0.8
	E 21ST ST	14 AV	23 AV	0.6
	E 30 TH ST	14 AV	SOUTH END	0.3
	FLEMING AV	KINGSLAND AV	MADERA AV	0.1
	MODESTO AV	FLEMING AV	BIRDSALL AV	0.2
	SAN ANTONIO WY	16 AV	SOUTH END	0.5
	SCOVILLE ST	55 AV	57 AV	0.1
				3.1
December 2020	13TH AV	MACARTHUR BLVD	INTERNATIONAL BLVD	0.9
	4TH AV	E 10 ST	E 11 ST	0.1
	4TH AV	E 11 ST	E 12 ST	0.1
	4TH AV	E 12 ST	E 18 ST	0.3
	5TH ST	CASTRO ST	BROADWAY	0.3
	61ST AV	INTERNATIONAL BLVD	E 17 ST	0.1
	64TH AV	INTERNATIONAL BLVD	MACARTHUR BLVD	1.1
	83RD AV	E ST	INTERNATIONAL BLVD	0.4
	A ST	83 AV	82 AV	0.1
	ALBERT ST	MADRONE AV	SOUTH END	0.1
	CHEROKEE AV	98 AV	THERMAL ST	0.2
	CUNNINGHAM ST	FAIR AV	DAVENPORT AV	0.1
	D ST	84 AV	82 AV	0.1
	D ST	92 AV	87 AV	0.3
	D ST	87 AV	84 AV	0.2
	EDGERLY ST	55 AV	57 AV	0.1
	HOLWAY ST	57 AV	55 AV	0.1

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	Street Name	From	To	Length
	HUNTINGTON ST	HUNTINGTON ST	NORTH END	0.0
	PINE ST	10 ST	9 ST	0.2
	PINE ST	9 ST	8 ST	0.1
	TOMPKINS AV	HIGH ST	NORTH END	0.1
January 2021	97TH AV	B ST	INTERNATIONAL BLVD	5.0
	ALIDA ST	LAGUNA AV	LINCOLN AV	0.2
	HEARST AV	LINCOLN AV	LAGUNA AV	0.2
	OLIVE ST	90 AV	94 AV	0.2
	OLIVE ST	94 AV	98 AV	0.2
	SCENIC AV	LAGUNA AV	LINCOLN AV	0.2
	ST ELMO DR	WEST END	STONEFORD AV	0.2
February 2021	11TH AV	E 18 ST	E 28 ST	0.6
	19TH ST	ADELINE ST	UNION ST	0.1
	30TH ST	ADELINE ST	MAGNOLIA ST	0.1
	30TH ST	MAGNOLIA ST	POPLAR ST	0.1
	30TH ST	MYRTLE ST	FILBERT ST	0.1
	30TH ST	SAN PABLO AV	MYRTLE ST	0.0
	30TH ST	FILBERT ST	ADELINE ST	0.2
	32ND ST	FILBERT ST	ADELINE ST	0.2
	32ND ST	SAN PABLO AV	FILBERT ST	0.0
	32ND ST	PERALTA ST	LOUISE ST	0.0
	32ND ST	LOUISE ST	HELEN ST	0.1
	COLLEGE AVE	MILES AV	BROADWAY	0.6
	FILBERT ST	30 ST	28 ST	0.1
	FILBERT ST	SAN PABLO AV	30 ST	0.2
	HELEN ST	32 ST	PERALTA ST	0.1
	LAGUNA AV	ALIDA ST	SCENIC AV	0.5
	LAGUNA AV	ALIDA ST	ALIDA ST	0.0
	LAGUNA AV	CHARLESTON ST	ALIDA ST	0.1
	MAGNOLIA ST	32 ST	26 ST	0.4
	MAGNOLIA ST	24 ST	W GRAND AV	0.1
	MAGNOLIA ST	26 ST	24 ST	0.1
	UNION ST	W GRAND AV	19 ST	0.2
	UNION ST	W GRAND AV	28 ST	0.3
	UNION ST	28 ST	30 ST	0.1
	UNION ST	30 ST	32 ST	0.1
	UNION ST	32 ST	PERALTA ST	0.1
March 2021	11TH AV	E 8 ST	INTERNATIONAL BLVD	0.2
	12TH AV	E 20 ST	E 24 ST	0.3
	26TH AV	E 27 ST	E 23 ST	0.3
	26TH ST	UNION ST	LINDEN ST	0.3
	26TH ST	FILBERT ST	MARKET ST	0.1
	26TH ST	LINDEN ST	FILBERT ST	0.1
	32ND ST	ADELINE ST	PERALTA ST	0.2
	55TH AV	FOOTHILL BLVD	BRANN ST	0.5
	55TH AV	BANCROFT AV	FOOTHILL BLVD	0.1
	59TH ST	OCCIDENTAL ST	M L KING JR WAY	0.3
	59TH ST	SAN PABLO AV	STANFORD AV	0.3
	61ST ST	VALLEJO ST	VALLEJO ST	0.4
	63RD ST	SAN PABLO AV	VALLEJO ST	0.2
	ALCATRAZ AV	CITY LIMIT	SAN PABLO AV	0.2
	ANGELO AV	MINNA AV	NORTH END	0.2
	ARKANSAS ST	MAPLE AV	SOUTH END	0.2
	CHESTNUT ST	W GRAND AV	28 ST	0.3
	E 24TH ST	14 AV	19 AV	0.2
	E 24TH ST	19 AV	26 AV	0.6
	E 26TH ST	25 AV	23 AV	0.2
	GENOA ST	AILEEN ST	ADELINE ST	0.3
	HELEN ST	EAST END	34 ST	0.1
	HERZOG ST	62 ST	EAST END	0.3
	LINDEN ST	24 ST	26 ST	0.1
	LINDEN ST	W GRAND AV	24 ST	0.1
	LINDEN ST	28 ST	32 ST	0.3
	LOS ANGELES ST	STANFORD AV	AILEEN ST	0.2
	LOUISE ST	PERALTA ST	34 ST	0.2

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	Street Name	From	To	Length
	LOUISE ST	34 ST	EAST END	0.1
	MACARTHUR BLVD	82 AV	73 AV	0.4
	MANGELS AV	35 AV	SOUTH END	0.1
	MARION AV	38 AV	STAR AV	0.1
	OCCIDENTAL ST	59 ST	WEST END	0.1
	PEABODY LN	VALLEJO ST	SAN PABLO AV	0.2
	PENNIMAN AV	35 AV	HIGH ST	0.5
	SUTER ST	35 AV	MAPLE AV	0.3
	WALNUT ST	MADERA AV	55 AV	0.2
				8.6
April 2021	55TH AV	BRANN ST	CAMDEN ST	0.1
	60TH ST	CLAREMONT AV	TELEGRAPH AV	0.4
	60TH ST	M L KING JR WAY	ADELINE ST	0.1
	61ST PL	BAKER ST	SOUTH END	0.1
	61ST ST	M L KING JR WAY	SHATTUCK AV	0.3
	61ST ST	RACINE ST	TELEGRAPH AV	0.1
	61ST ST	SHATTUCK AV	RACINE ST	0.2
	62ND ST	TELEGRAPH AV	RACINE ST	0.1
	65TH ST	DANA ST	TELEGRAPH AV	0.1
	BENVENUE AV	ALCATRAZ AV	CITY LIMIT	0.2
	BROOKDALE AV	FRUITVALE AV	HUMBOLDT	0.5
	CANNING ST	63 ST	58 ST	0.3
	COLBY ST	ALCATRAZ AV	CITY LIMIT	0.2
	COLISEUM WY	45 AV	46 AV	0.1
	COLISEUM WY	46 AV	50 AV	0.2
	COLISEUM WY	HIGH ST	RR TR 172' S/O HIGH	0.0
	COLISEUM WY	RR TR 172' S/O HIGH ST	45 AV	0.1
	DANA ST	ALCATRAZ AV	63 ST	0.1
	E 20TH ST	14 AV	13 AV	0.1
	E 20TH ST	13 AV	10 AV	0.2
	FAIRVIEW ST	SHATTUCK AV	WHEELER ST	0.1
	HILLEGASS AV	ALCATRAZ AV	CITY LIMIT	0.2
	LAWLOR ST	90 AV	BURR ST	0.1
	LAWLOR ST	98 AV	CHEROKEE AV	0.1
	LAWLOR ST	OLIVER AV	NORTH END	0.1
	MCAULEY ST	COLBY ST	TELEGRAPH AV	0.3
	NORTH ST	DANA ST	COLBY ST	0.1
	NORTH ST	TELEGRAPH AV	SOUTH END	0.1
	POIRIER ST	SHATTUCK AV	DOVER ST	0.2
	REGENT ST	CITY LIMIT	ALCATRAZ AV	0.2
				5.6
May 2021	10TH AV	E 15 ST	E 8 ST	0.3
	10TH ST	PERALTA ST	WILLOW ST	0.2
	12TH ST	POPLAR ST	MANDELA PKWY	0.1
	23RD AV	E 12 ST	FOOTHILL BLVD	0.2
	23RD AV	CUL-DE-SAC	E 12 ST	0.0
	23RD AV	FOOTHILL BLVD	E 31 ST	1.1
	24TH AV	INTERNATIONAL BLVD	FOOTHILL BLVD	0.2
	46TH AV	MELROSE AV	YGNACIO AV	0.1
	69TH AV	INTERNATIONAL BLVD	SNELL ST	0.6
	COLLEGE AV	CITY LIMIT	MILES AV	0.4
	WILLOW ST	14 ST	10 ST	0.2
	WILLOW ST	15 ST	14 ST	0.1
	YGNACIO AV	46 AV	HIGH ST	0.1
				3.5
June 2021	15TH ST	CENTER ST	MANDELA PKWY	0.1
	24TH ST	M.L. KING WAY	SAN PABLO AV	0.1
	25TH ST	SAN PABLO AV	M L KING JR WAY	0.1
	ALVARADO RD	CLAREMONT AV	AMITO AV	0.4
	ALVARADO RD	CITY LIMIT	CITY LIMIT	0.1
	CENTER ST	PERALTA ST	14 ST	0.2
	CLAREMONT AV	ALVARADO RD	GRIZZLY PEAK BV	1.1
	DULWICH RD	HARBORD DR	HERMOSA AV	0.1
	E 19TH ST	3 AV	PARK BLVD	0.0
	E 28TH ST	PARK BLVD	13 AV	0.4
	HERMOSA AV	FLORENCE AV	BROADWAY TERR	0.3
	JACOBUS AV	HERMOSA AV	EAST END	0.0
	PAMPAS AV	HIGH ST	SOUTH END	0.2

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	Street Name	From	To	Length
	PARK BV	E 18 ST	MCKINLEY	0.7
	STEELE ST	HIGH ST	BUELL ST	0.4
	TULIP AV	ENOS AV	MADRONE ST	0.2
				4.4
	3YP YEAR 2 TOTAL			44.1

	Street Name	From	To	Length
January 2021	YORK ST	PRINCE ST	MANDANA BLVD	0.1
May 2021	CALDECOTT LN	TUNNEL ROAD	HILLER DR/TUNNEL/RD/SR 13	0.3
	NON 3YP PAVING (BY OTHERS)			0.4