



CITY OF OAKLAND

AGENDA REPORT


TO: Jestin D. Johnson
City Administrator

FROM: Fred Kelley
Director, Oakland Department
of Transportation

SUBJECT: 2022 5-Year Paving Plan Annual
Report (Fiscal Year 2023)

DATE: November 27, 2023

City Administrator Approval


Jestin Johnson (Nov 28, 2023 17:20 PST)

Date: Nov 28, 2023

RECOMMENDATION

Staff Recommends That The City Council Receive An Informational Report On The Activities Of The 2022 5-Year Paving Plan During The Past Fiscal Year (July 2022 Through June 2023).

EXECUTIVE SUMMARY

This informational report is to provide the Oakland City Council, the Mayor's Office, City staff, and the community with an update regarding progress in implementing the 2022 5-Year Paving Plan (5YP) through the first year of the plan (July 1, 2022, to June 30, 2023).

As of June 30, 2023, 25.1 total miles of City of Oakland (City) streets have been paved under the 5YP, comprising approximately 46% of the year 1 plan goal. As a result, the citywide Pavement Condition Index (PCI), under which a score of 100 represents a freshly paved street, has dropped from 58 to 57.

The first year of the plan was impacted by multiple factors. City crews faced hurdles of high vacancy rates combined with out-of-service equipment, material supply, and severe winter storms that grounded in-house forces. Contract paving was impacted by a significant city contracting services backlog. Pavement design was impacted by the contracting services backlog and by staff vacancies and leaves of absence. As of the writing of this report, City crews are impacted by a new equipment problem but are awaiting delivery of additional paving equipment that will provide future redundancy. City paving crews have completed significant hiring, and the City is focused on clearing out the contracting backlog. However, as the contracting backlog is still impacting new projects going into design, Fiscal Year (FY) 24 mileage is currently projected to be approximately 35 paved miles out of a target of 55 miles.

BACKGROUND / LEGISLATIVE HISTORY

On December 21, 2021, the City Council adopted Resolution No. [88975 C.M.S.](#), establishing the 2022 5YP, a more than \$300M plan to repair Oakland's streets. This plan is anticipated to be approximately 80% funded by Measure U, Oakland's 2022 Infrastructure Bond, and other sources, including Measure KK (Oakland's 2016 Infrastructure Bond), gas tax revenues (Senate Bill 1), and existing grant awards. The 5YP represents another aggressive step towards investing in Oakland streets, proposing to double annual spending on paving compared to the last citywide plan, the 2019 3-Year Paving Plan. The plan's proposed investments will keep most of Oakland's major streets in good to excellent condition and invest in residential street paving. The plan will also conform to requirements placed on Measure U bond expenditures to implement bicycle and pedestrian safety plans where feasible. This informational report provides a progress update summarizing the first year of the plan (July 1, 2022, to June 30, 2023).

The 5YP establishes two main programs of paving: major streets and local streets. The plan prioritizes \$75M total toward major streets. It recommends rehabilitation and preventative maintenance treatments on major streets to upgrade pavement conditions and preserve existing good pavement. Major streets are prioritized by street condition and traffic safety to ensure that necessary safety improvements can be advanced quickly on Oakland's high injury corridors, the subset of Oakland streets where most severe and fatal crashes occur.

The plan prioritizes \$45M per year and approximately \$225M total toward local streets. All local street paving under this plan is prioritized for pavement rehabilitation (mill and overlay). Of the proposed \$225M for local streets, the majority is programmed into planning areas by street condition and equity factors. In addition, the 5YP programs \$22.5M in local streets dollars toward cost-share agreements with utility companies to fully pave select residential streets after utility construction work and \$11.3M in local streets dollars programmed by the City Council in January 2022 for residential streets paving.

ANALYSIS AND POLICY ALTERNATIVES

This report from the Oakland Department of Transportation (OakDOT) provides an overall plan progress summary and progress summaries by program (major streets and local streets) and 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. This report is an informational report and does not present a policy recommendation. Work under the 5YP seeks to advance Citywide priorities of **vibrant, sustainable infrastructure**, and **responsive, trustworthy government** by proactively managing Oakland's pavement system and providing timely reporting to the public on program activities.

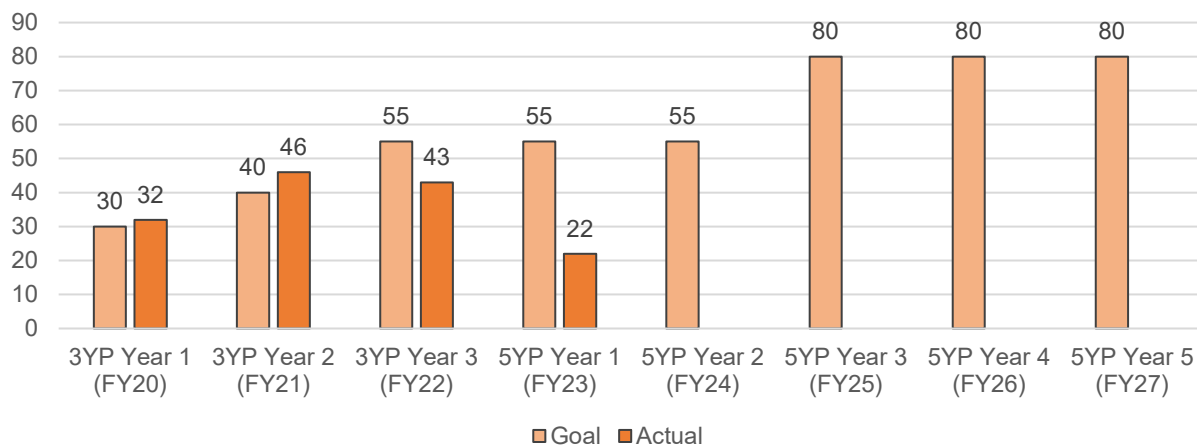
Overall, work under the 5YP is currently behind schedule. Between the plan kick-off in July 2022 and June 2023, 22.3 miles were paved. Prior to the official 5YP period, 2.8 miles of 5YP streets were paved through utility cost-share paving. Together, a total of 25.1 miles have been completed. This represents approximately 6% of the plan.

Table 1: 5YP Progress To Date

	FY23 YTD	5YP TO DATE ¹	TOTAL PLANNED ²	% DONE
MILES PAVED	22.3	25.1	402.8	6%
MILES DESIGNED	55.8	55.8	402.8	14%
TIME ELAPSED (MONTHS)	12.0	12.0	60.0	20%

The program met 40% of the Year 1 mileage target of 55.0 miles. A list of streets completed during the first year of the 5YP is provided in **Attachment A**.

Figure 1: Annual Mileage Targets

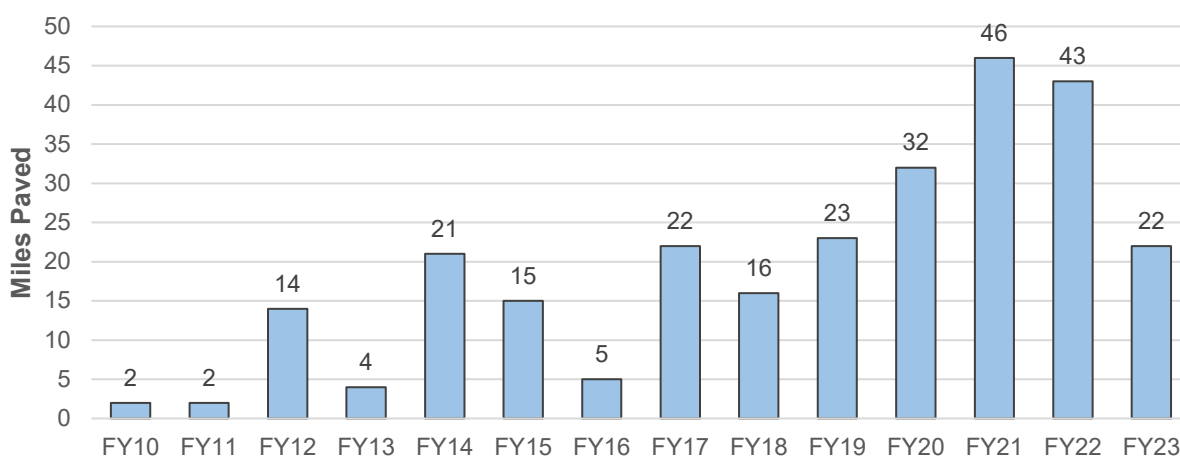


The annual mileage goal for the first fiscal year of the plan is 55 miles (**Figure 1**). OakDOT has not met its annual mileage goal, as shown in **Figure 1**. A discussion of challenges encountered in meeting the annual targets is included in the “Project Delivery” section of this report.

¹ Mileage represents 5YP segments between December 2021 and June 30, 2022.

² Subject to change due to inclusion of additional full-width paving performed by others (e.g., utility projects), other City-sponsored paving (e.g., capital projects), etc.

Figure 2: Paving Program Annual Mileage (FY10-FY23)



Major Streets Program

The adopted 5YP prioritizes paving treatment on 76 miles of major streets in Oakland to maintain the existing “excellent” average condition of Oakland’s major streets and increase the PCI for major streets from 72 to 75. Oakland’s major streets support the majority of daily vehicle, truck, bus, and bicycle trips, and the 5YP 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 first year of the plan, the City paved 1.6 miles of major streets, and to date, 1.9 miles out of the original 76 miles of major streets have been paved. Major streets paved in FY23 include Oakport St. in the Coliseum/Airport planning area and Oakland Avenue in the North Oakland/Adams Point planning area.

Local Streets Program

The 5YP prioritizes pavement rehabilitation on approximately 261 miles of local streets using prioritization values of equity and street condition in Oakland’s nine planning areas. This investment will support increasing the existing “fair” average PCI from 50 to 61 on Oakland’s local streets. During the first year of the paving plan, 20.6 miles were paved on local streets. To date, 23.4 local street miles have been paved toward the overall goal of 261 miles.

Summary of Additional Mileage

Since the 2022 5-Year Paving Plan began on July 1, 2022, the total planned mileage has increased compared to the 2022 5-Year Plan original list. This is due to the addition of Council Discretion miles (streets selected by each Councilmember as per Resolution No. [88975](#) 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 2022 5YP streets) (**Table 2**).

Additional mileage added to the 2022 5YP falls into two main categories: mileage added by the City and others. The City-added category includes segments that are either City-Contiguous segments, which are segments contiguous with existing 5YP streets, or City-Capital Coordination segments, which are segments completed by other City projects. The Others-

added category includes segments paved full-width by a utility agency, such as PG&E or EBMUD.

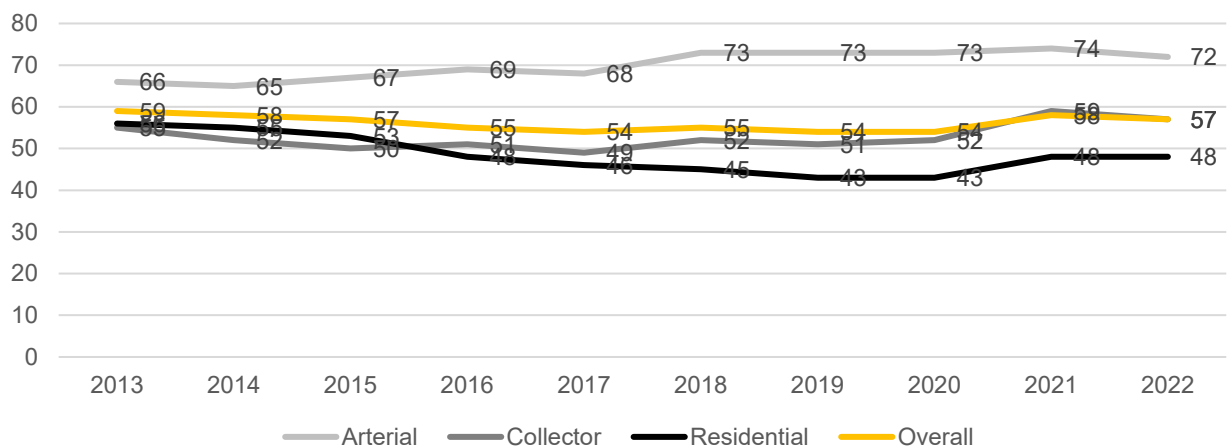
Table 2: 5YP Planned Mileage To Date

Original 5YP Mileage	332.5
Council Discretion Mileage	13.8
Mileage Added as Carryover from 2019 3YP	40.5
Mileage Added through Utility Coordination	13.6
Mileage Added to Date through City Projects	2.2
Mileage Added to Date by Others	0.4
Total 5YP Planned To Date	402.8

Pavement Condition Index

PCI is a score from 0 to 100, with 100 being a brand-new street. PCI is calculated through citywide surveys occurring every 2-4 years and by inputting maintenance and rehabilitation records into the City’s pavement management software system, Streetsaver. Streetsaver evaluates all maintenance and rehabilitation records, estimates aging on streets that were not maintained or rehabilitated and calculates new composite citywide PCIs. The impact of the increased annual mileage during the 3YP was an increase in the citywide PCI from 54 in 2019 to 58 in 2021 (**Figure 3**). Oakland’s citywide PCI dropped from 58 to 57 due to decreased paved mileage in the past year.

Figure 3: Historical Pavement Condition Index Values



Progress By Location

The 2022 5YP used nine “Planning Areas” to distribute local street 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 FY23, the majority of paving occurred through utility coordination, including larger clusters in Upper Rockridge and in Adams Point (both in the North Oakland/Adams Point planning area) and through an in-house project near Reservoir Hills in the Eastlake/Fruitvale planning area. West Street in North Oakland was also completed. Construction was planned for other planning areas but was delayed (see the Project Delivery section for more information). Staff anticipates FY24 mileage totals to see a greater distribution of improvements in priority neighborhoods. This is because staff expect to see a greater share of City-initiated projects versus utility coordination in FY24.

Table 3: Progress by Planning Area

PLANNING AREA	FY22-23 TOTAL	TOTAL PAVED	PLANNED	% DONE
CENTRAL EAST OAKLAND	1.6	3.9	87.7	4.4%
COLISEUM/AIRPORT	1.1	1.1	14.3	7.7%
DOWNTOWN	0.5	0.5	17.6	2.8%
EAST OAKLAND HILLS	1.3	1.3	38.7	3.4%
EASTLAKE/FRUITVALE	3.3	3.8	72.3	5.3%
GLENVIEW/ REDWOOD HTS	4.1	4.1	30.3	13.5%
NORTH OAKLAND HILLS	0.1	0.1	45.7	0.2%
NORTH OAKLAND/ADAMS PT	10.2	10.2	69.9	14.6%
WEST OAKLAND	0.0	0.0	26.3	0.0%
GRAND TOTAL	22.3	25.1	402.8	6.2%

During the first year of the paving plan, paving mileage was completed in each City Council district. Reflective of the significant utility coordination work in District 1 and District 4, the most miles were paved in District 1 (8.8 miles) and District 4 (6.4 miles) (**Table 4**). Similarly, staff had planned to see more significant paving in West Oakland, Eastlake/Fruitvale, and Central East Oakland in FY23, but almost all projects were impacted by contracting delays.

Table 4: Progress by Council District

COUNCIL DISTRICT	FY23 TOTAL	TOTAL PAVED	PLANNED	% DONE
CCD1	8.8	8.8	57.7	15.3%
CCD2	0.2	0.2	44.4	0.5%
CCD3	1.6	1.6	46.3	3.5%
CCD4	6.4	6.9	84.3	8.2%
CCD5	1.7	4.0	45.9	8.7%
CCD6	1.7	1.7	54.9	3.1%
CCD7	1.9	1.9	69.3	2.7%
GRAND TOTAL	22.3	25.1	402.8	6.2%

Safety & Accessibility Improvements

Pavement rehabilitation, such as mill and overlay, trigger requirements for compliant curb ramps. To date, the City has constructed 102 new curb ramps through 5YP work (**Table 7**). This is a decrease from typical annual production; during the 3YP, the program constructed, on average, more than 400 ramps per year.

The paving program also implements systematic safety upgrades, such as converting all existing marked crosswalks to “high visibility” style markings. High visibility crosswalks improve driver yielding and pedestrian safety. To date, the program has completed 348 crosswalk improvements (**Table 5**).

The program also addresses sidewalk damage along project corridors. This includes repairing sidewalk damage, which is the City’s responsibility, and facilitating repair of damage that is the private owner’s responsibility to repair. To date, 21,977 square feet of sidewalks have been repaired during the first year of the 5YP (**Table 5**).

All these indicators depend on paving projects, and the general decrease from recent averages reflects the 50% drop in paving mileage. In addition, both curb ramp and sidewalk construction are typically assigned to subcontractors specializing in concrete work, and there have been some availability challenges with subcontractors in this area of work.

Table 5: Safety & Accessibility Indicators

	3YP ANNUAL AVERAGE	FY23 TOTAL
IMPROVED CURB RAMPS (EA)	425	102
HIGH VISIBILITY CROSSWALKS (EA)	969	348
SIDEWALK REPAIR (SQ FT)	45,000	21,977
MILES PAVED	40.9	22.3

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, the citywide bike plan, the citywide pedestrian plan, and various Safe Routes to School plans. In addition, Measure U provisions require the implementation of bicycle and pedestrian plans where feasible if paving projects are implemented with Measure U funds.

In the first year of the 5YP, 5.6 miles of bikeways recommended in Let’s Bike Oakland, the City’s 2019 bicycle plan update, were implemented or improved as part of the 5YP (**Table 6**).

Table 6: Mobility Indicators

	FY23 TOTAL	TOTAL 5YP TO DATE
NEW BIKEWAYS (MI)	0.1	0.1
IMPROVED BIKEWAYS (MI)	5.5	5.5

Project Delivery

Various significant challenges have impacted project delivery during the first year of the 5YP. Some impacts originated before this period, with a cascading effect. This section provides an overview of each of the current types of challenges impacting project delivery for the paving program.

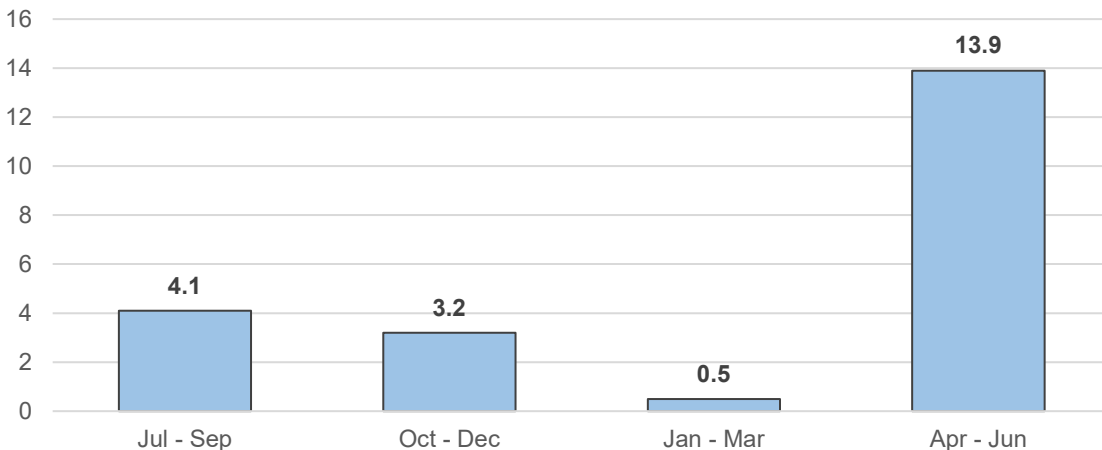
Table 7 below provides the completed miles by the delivery team: OakDOT in-house crews, contractors, and utility crews or contractors. **Table 7** also provides the average annual mileage by team for the three years of the 2019 3-Year Plan. As shown in **Table 7**, contract paving comprises the majority of mileage in a typical period.

Table 7: Mileage by Type

	3YP ANNUAL AVERAGE	FY23 TOTAL	5YP YTD
IN-HOUSE	7.7	3.0	3.0
CONTRACT	30.1	5.3	5.3
UTILITY COORDINATION	2.8	13.1	15.9
OTHERS ³		0.8	0.8
GRAND TOTAL	40.6	22.3	25.1

To achieve the mileage target of 55 miles in the first year of the 5YP, staff would have expected to complete 10-15 miles of paving per quarter, with the majority being delivered by contractors. In FY23, contract paving slipped 9-12 months behind schedule due to a lack of available contracts and delays in contract execution. In total, in the first year of the 5YP, contract paving accounted for only 5 miles.

Figure 4: Mileage by Quarter (FY23)



³ This category represents full-width pavement rehabilitation mileage performed by other departments, public agencies, or utilities, outside of a cost-share framework.

As shown in Figure 4, the majority of mileage was completed in Quarter 4 (April-June 2023). This was largely due to the introduction of multiple EBMUD coordination opportunities. Through the 5YP's utility coordination element, OakDOT can cost-share with utility agencies during pavement restoration to pave streets full-width. This program comprised nearly two-thirds of all mileage completed in the past year.

On average, OakDOT's in-house crews pave 0.75 miles per month. During FY23, in-house averaged 0.2 miles a month. No miles were paved in November 2022 due to an equipment issue with the City's main milling machine. No mileage was completed in December 2022 due to winter storms. In addition to winter storm impacts persisting into the first quarter of 2023, asphalt procurement was another issue impacting in-house paving, which has since been resolved.

Staffing

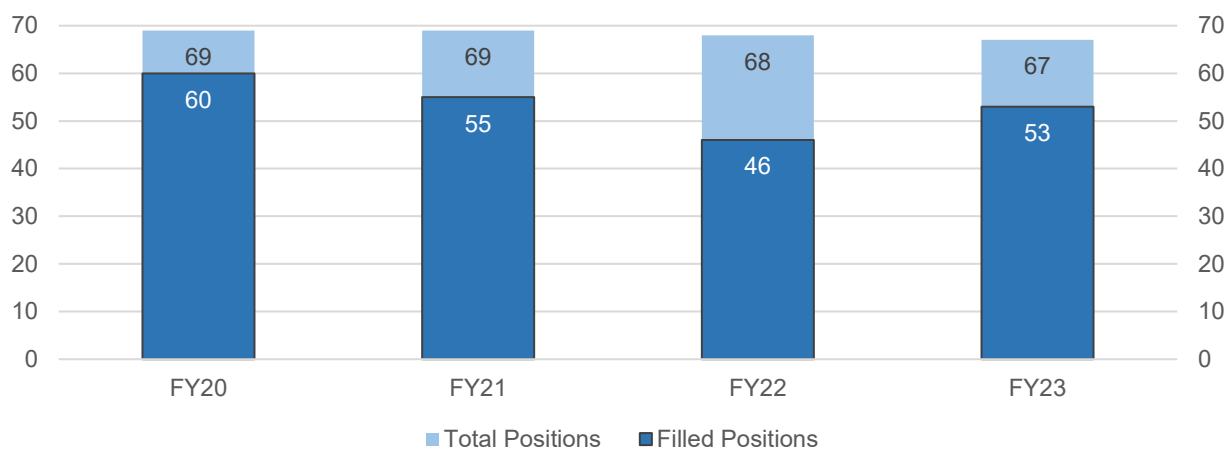
This fiscal year, OakDOT's pavement design team had a 33% vacancy rate, with multiple assistant engineer positions unfilled. These vacancies impact OakDOT's ability to prepare design, as project managers (civil engineers and transportation engineers) typically work with an assistant engineer for design drafting. Additionally, these vacancies mean the team is less resilient. From February 2022 to June 2022, during the supervisor's leave of absence, staff who acted for the supervisor typically did three jobs: their own, their supervisor's, and their assistant engineer's. Recruitments in Fall 2022 led to the onboarding of new staff in the third quarter of FY23. As of the report writing, the paving design program has filled all but one position.

Figure 5: Pavement Design Section Staffing Levels



In FY23, OakDOT's paving and concrete crews continued to have staffing vacancies, which impacted the City's ability to staff full crews for paving. This led to less efficient scheduling and less mileage production during the summer and fall, which are typically better months for paving mileage. As of this report writing, there have been a number of new hires filling many of these vacancies.

Figure 6: OakDOT Streets & Sidewalks Division Staffing Levels



Procurement Challenges

In addition to substantial and sustained vacancy rates in OakDOT's pavement design team and in-house crews, staff are experiencing greater than usual hindrances in construction contracts and professional services (consultant design) work. Consultant work order processes that used to take 1-2 months are now taking 5-7 months due to a backlog of contract services requests within the OPW-DOT shared contract services division and turnover and sustained staff vacancies in the division. At the close of this first year of the 5YP, there was a 100% vacancy rate in the contract services division; as of this report, 3 full-time staff have been on-boarded. These issues have delayed the start of new design projects, impacting completed mileage for the next 12-18 months. Updates to the online 5YP schedule map reflect an adjustment of all streets in the plan by one calendar year.

Construction contract availability was a core challenge in FY23, with some issues originating as early as 2021. In September 2021, bids were opened on three projects (1006103, 1006104, and 1006105) (2021 Contracts). The 2021 Contracts were developed to provide contract paving work during FY23. They were intended to support the completion of the 2019 3-Year Paving Plan by June 2022 and bridge the beginning of the subsequent multi-year paving plan to begin in July 2022. Compliance analysis was completed in November 2021. At the time, all ten bids on these three projects were found to be non-compliant with local business participation requirements, newly updated in May 2021. In January 2022, staff brought a recommendation to the Council to waive the requirements, citing anticipated construction delay due to rebidding. In February 2022, the Council rejected the recommendation and directed the City to negotiate the contracts and return to the Council to award. Negotiations occurred during the spring and early summer of 2022, and compliance analysis on the negotiated bids was completed in September

2022. Council awarded the 2021 Contracts, including 1006858 and 1006859, in November 2022. Contract execution processes began at that time. Six months later, in May 2023, three of the five contracts were fully executed due to staffing issues within the shared OPW-DOT contract services division. The two remaining contracts were fully executed in early October 2023, 11 months following the award.

Separately, in the Summer of 2022, staff were also developing the next years' contracts (1006337, 1006338, and 1006339) (2022 Contracts). Bids were opened on these contracts in August 2022. Under the provisions of Resolution No. [88976](#) (C.M.S), the 2022 Contracts were authorized for award to the lowest responsive, responsible bidder without return to Council. Contract execution processes began for the 2022 Contracts in December 2022. This process typically takes 2-3 weeks. For the 2022 Contracts, one contract was executed 4 months later, in April 2023; the other two remaining 2022 Contracts were executed 10 months later, in early October 2023.

Table 8: Contracts & Contracting Authority (As of October 2023)

CONTRACTS	STATUS	VALUE	USE OF AUTHORITY ⁴ (\$75M MAX)
1006858	Construction ⁵	\$15.0	-
1006338	Construction ⁶	\$15.0	\$15.0
1006339	Construction ⁷	\$5.6	\$5.6
1006103	Construction	\$15.0	-
1006104	Construction	\$15.0	-
1006105	Construction	\$5.8	-
1006337	Construction	\$15.1	\$15.1
1006569 ⁸	Construction	\$1.0	
1006859	Construction ⁹	\$15.0	
1006973-B ¹⁰	Construction	\$7.0	
1006973-A ¹¹	Closeout	\$5.0	
1004947	Closeout	\$5.0	\$5.0
GRAND TOTAL		\$119.5	\$40.7

⁴ Resolution No. [88976](#) C.M.S.

⁵ Executed as of the report writing, but not in construction at the close of the fiscal year.

⁶ Executed as of the report writing, but not in construction at the close of the fiscal year.

⁷ Executed as of the report writing, but not in construction at the close of the fiscal year.

⁸ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)

⁹ Executed as of the report writing, but not in construction at the close of the fiscal year.

¹⁰ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)

¹¹ Resolution No. [88374](#) C.M.S. (EBMUD Cost-Share)

FISCAL IMPACT

This report is for informational purposes and has no fiscal impact or cost.

PUBLIC OUTREACH / INTEREST

OakDOT's Complete Streets Paving & Sidewalks program produces activity reports every six months and regularly provides significant program updates to the Measure KK Oversight Committee. Additionally, significant public outreach occurred in the development of 2022 5YP, with presentations to the Measure KK Oversight Committee, the Mayor's Commission on Persons with Disabilities, the Bicyclist and Pedestrian Advisory Commission, and fourteen community meetings.

COORDINATION

The Office of the City Attorney and Budget Bureau were consulted in the preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: All construction contracts require the payment of prevailing wage rates, which offer a livable wage for workers and contribute to an improved quality of life. Streets in good condition may indirectly improve the business climate.

Environmental: Recyclable materials will be used within the concrete and asphalt concrete construction materials to the greatest extent possible. Grindings from asphalt paving will be recycled whenever possible.

Race and Equity: The paving plan represents hundreds of miles of streets that will receive accessibility improvements, including curb ramp improvements, sidewalk repairs, and crosswalk marking upgrades. The plan also incorporates race and social equity as a prioritization metric for local streets paving, using demographic data to identify and prioritize underserved communities for paving investment.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Receive An Informational Report On The Activities Of The 2022 5-Year Paving Plan During The Past Fiscal Year (July 2022 Through June 2023).

For questions regarding this report, please contact Sarah Fine, Program Manager, at 510-238-6241.

Respectfully submitted,

Megan Wier (for Fred Kelley)

Megan Wier (for Fred Kelley) (Nov 28, 2023 14:12 PST)

FRED KELLEY

Director, Oakland Department of Transportation

Reviewed by:

Megan Wier, Assistant Director

Amit Salwan, P.E., Principal Civil Engineer
Great Streets Delivery Division

Prepared by:

Sarah Fine, Program Manager
Complete Streets Paving & Sidewalks

Attachments (1):

A: *Street List*

Attachment A: List of Completed Streets in Year 1 for 2022 5-Year Paving Plan

	Street Name	From	To	Length
Jul-22	WEST ST	M L KING WAY	52 ST	0.06
	WEST ST	40 ST	MACARTHUR BLVD	0.18
	WEST ST	52 ST	40 ST	0.49
	MANILA AV	CLIFTON ST	HUDSON ST	0.18
	THORNHILL DR	MORAGA AV	MOUNTAIN BLVD	0.09
				1.00
Aug-22	LUNDHOLM AV			0.05
	OAKDALE AV	NAIROBI PL	SEMINARY AV	0.28
	KNOLL AV	MOUNTAIN BLVD	SOUTH END	0.16
	FONTAINE CT	MOUNTAIN BLVD	EAST END	0.03
	SEACOR CT	MOUNTAIN BLVD	EAST END	0.04
	MAYNARD AV	MOUNTAIN BLVD	SANFORD ST	0.09
	MILES AV	PATTON ST	FOREST ST	0.77
	ALLENDALE AV	35 AV	HIGH ST	0.51
	DALE PL	38 AV	MINNA AV	0.10
	OCTAVIA ST	WEST END	PENNIMAN AV	0.21
	SANFORD ST	NORTH END	SHONE ST	0.18
	VIOLA ST	PENNIMAN AV	WEST END	0.21
	DICKSON CT	MOUNTAIN BLVD	EAST END	0.06
	KENTWOOD CT	MOUNTAIN BLVD	EAST END	0.05
	NAIROBI PL	OAKDALE AV	EAST END	0.05
				2.79
Sep-22	DINGLEY ST	CAMERON	ABERFOIL AV	0.10
	GARDEN ST	E 27 ST	EAST END	0.19
				0.29
Oct-22	INYO AV	E 27 ST	EAST END	0.06
	BEST ST	TRASK ST	BROOKDALE AV	0.10
	MAXWELL AV	TRASK ST	BROOKDALE AV	0.10
	26TH AV	EAST END	E 27 ST	0.19
	GRANDE VISTA AV	EAST END	E 27 ST	0.11
	GRANDE VISTA PL			0.05
				0.60
Nov-22	SCOTT ST	FAIRBANKS AV	WELDON AV	0.06
	22ND AV	23 AV	E 27 ST	0.11
	E 31ST ST	14 AV	ARDLEY AV	0.24
	65TH AV	MACARTHUR BLVD	OUTLOOK AV	0.23

	66TH AV	MACARTHUR BLVD	OUTLOOK AV	0.23
	E ST	92 AV	98 AV	0.33
				1.20
Dec-22	LOMA VISTA WY	SUTER ST	OCTAVIA ST	0.04
	LORENZO AV	SUTER ST	MARION AV	0.05
	STAR AV	MARION AV	SUTER ST	0.05
	VIOLA ST	OVER ST	SUTER ST	0.09
	OAKMORE PL	OAKMORE RD	HANLY RD	0.03
	OCTAVIA ST	LOMA VISTA WAY	SUTER ST	0.09
	OVER ST	SUTER ST	VIOLA ST	0.04
	SUTER ST	HIGH ST	35 AV	0.54
	COURTLAND AV	REDDING ST	FLEMING AV	0.38
	LIESE AV	38 AV	SUTER ST	0.12
				1.43
Feb-23	BENEVIDES AV	EL CENTRO AV	EAST END	0.10
				0.10
Mar-23	OAKLAND AV	ORANGE ST	29 ST	0.06
	OAKLAND AV	29 ST	MACARTHUR BLVD	0.36
				0.42
Apr-23	MONTEREY BLVD	BENNET PL	GUIDO ST	0.38
	MONTEREY BLVD	GUIDO ST	MAIDEN LN	0.40
	ARIZONA ST	35 AV	NORTH END	0.09
	BARNER AV	ALIDA ST	MORGAN AV	0.20
	BARNER PL	BARNER AVE	END	0.02
	CARLSEN ST	LAUREL ST	WILSHIRE BV	0.25
	EAST LAKE AVE	HERRIER ST	END	0.11
	HERRIER ST	NORTON AVE	EAST LAKE AVE	0.07
	KIWANIS ST	EASTLAKE AVE	MIDVALE AVE	0.08
	LIBBY CT	35 AV	SOUTH END	0.04
	MAPLE AV	CARLSEN ST	FRYE ST	0.20
	MIDVALE AVE	WISCONSIN ST	KIWANIS ST	0.11
	MORGAN AV	SOUTH END	COOLIDGE AV	0.09
	NORTON AVE	WISCONSIN ST	HERRIER ST	0.21
	RETTIG AV	GUIDO ST	WISCONSIN ST	0.27
	RETTIG PL	WISCONSIN ST	END	0.02
	SYLVAN AV	SOUTH END	MAPLE AV	0.22
	VICTOR AV	MIDVALE AV	NORTH END	0.14
	WISCONSIN ST	LAUREL AVE	35 AVE	0.28
				3.20

May-23	61ST ST	CANNING ST	HILLEGASS AV	0.37
	62ND ST	CLAREMONT AV	TELEGRAPH AV	0.47
	BAYO VISTA AV	OAKLAND AV	HARRISON ST	0.06
	CALIFORNIA ST	35 AV	PATTERSON AV	0.22
	CALIFORNIA ST	PATTERSON AV	38 AV	0.03
	EL DORADO AV	FAIRMOUNT AV	BAYO VISTA AV	0.17
	E 28TH ST	19 AV	23 AV	0.31
	KEITH AV	COLLEGE AV	BROADWAY	0.43
	FAIRMOUNT AVE	MOSS AVE	YOSEMITE AVE	0.05
	OAKPORT ST	310 FT S/O HASSLER WY	660 FT N/O HASSLER WY	0.18
	OAKPORT ST	CONCRETE BRIDGE	FREEWAY ENTER	0.19
	22ND AV	E 27 ST	E 30 ST	0.21
	OAKPORT ST	660 FT N/O HASSLER WAY	CONCRETE BRIDGE	0.27
	OAKPORT ST	1300 FT E/O EDGEWATER RD	310 FT S/O HASSLER WY	0.50
	KELTON CT	MONTE CRESTA AVE	END	0.03
	KINGSTON AVE	MONTE CRESTA AVE	MONTE VISTA AVE	0.07
	LAGUNITAS AV	EAST END	EUCLID AV	0.10
	LEE ST	VAN BUREN AVE	VERNON ST	0.27
	LEIGHTON ST	MACARTHUR BLVD	EAST END	0.04
	MONTE CRESTA AVE	LINDA AVE	KINGSTON AVE	0.19
	MOSS WY	FAIRMOUNT AV	LEIGHTON ST	0.11
	PALM AV	PERKINS ST	EUCLID AV	0.18
	VAN BUREN AVE	PERKINS ST	BELLEVUE AVE	0.15
	WARWICK AV	EUCLID AV	PERKINS ST	0.18
	YOSEMITE AV	PIEDMONT AV	FAIRMOUNT AV	0.16
				4.94
Jun-23	13TH AV	PARK BLVD	CHATHAM RD	0.16
	MARIE WY	CHABOT RD	EAST END	0.03
	CHABOLYN TER	CHABOT RD	CITY LIMIT	0.12
	CHABOT CREST	CITY LIMIT	CHABOT RD	0.10
	CHABOT RD	SOUTH END	GOLDENGATE AV	0.44
	REATA PL	CHABOT RD	EAST END	0.06
	TAFT AV	BROADWAY	MANILA AV	0.13
	43RD ST	MARKET ST	CITY LIMIT	0.19
	44TH ST	CITY LIMIT	LINDEN ST	0.03
	44TH ST	LINDEN ST	M L KING JR WAY	0.14
	45TH ST	LINDEN ST	MARKET ST	0.14

ACACIA AV	BUENA VISTA AV	GOLDEN GATE AV	0.07
ACACIA AV	GOLDEN GATE AV	COUNTRY CLUB DR	0.45
ACACIA AV	MARGARIDO DR	COUNTRY CLUB DR	0.05
BELLEVUE AV	PALM AV	PERKINS ST	0.5
BELMONT ST	STATEN AV	PERKINS ST	0.11
COUNTRY CLUB DR	ACACIA AV	BROADWAY TERR	0.31
E 36TH ST	Chatham Rd	East End	0.12
EMERSON WAY	CHATHAM RD	PARK BLVD	0.07
EXCELSIOR AVE	13TH AVE	KINGSLEY ST	0.12
HOWE ST	MACARTHUR BLVD	40 ST	0.22
KALES AV	MANILA AV	BROADWAY	0.06
KINGSLEY ST	CHATHAM RD	PARK BLVD	0.07
MANILA AV	MARGARIDO DR	LAWTON AV	0.02
MANILA AV	BROADWAY	KALES AV	0.09
MANILA AV	KALES AV	MARGARIDO DR	0.18
E 29TH ST	SOUTH END	14 AV	0.39
MARGARIDO DR	ACACIA AV	NORTH END	0.54
MENDOCINO AV	MANILA AV	LAWTON AV	0.09
MONTGOMERY ST	41 ST	RIDGEWAY AV	0.13
MONTGOMERY ST	RIDGEWAY AV	JOHN ST	0.13
PARK BLVD WAY	PARK BLVD	EMERSON WAY	0.11
RIDGEWAY AV	BROADWAY	PIEDMONT AV	0.30
ROMANY RD	GLENBROOK DR	END OF TRENCH	0.03
ROMANY RD	BEECHWOOD DR	GOLDEN GATE AV	0.27
STATEN AV	BELLEVUE AVE	GRAND AV	0.07
STATEN AV	PALM AV	GRAND AV	0.24
			6.28