



# AGENDA REPORT

**TO:** Edward D. Reiskin  
City Administrator

**FROM:** Erin Roseman  
Director of Finance

**SUBJECT:** 2022 Affordable Housing  
Infrastructure Bond

**DATE:** June 27, 2022

City Administrator Approval

Date Jun 27, 2022

## **RECOMMENDATION**

**Staff Recommends That The City Council Adopt A Resolution On The City Council's Own Motion Submitting To The Voters At The November 8, 2022, General Municipal Election, A Proposed Ordinance To Authorize Issuance Of \$850 Million In General Obligation Bonds To Fund Affordable Housing And Housing Preservation Projects, Transportation Projects, And Various City Infrastructure; And Directing The City Clerk To Fix The Date For Submission Of Arguments And Provide For Notice And Publication, And Take Any And All Actions Necessary Under Law To Submit This Measure To The Voters At The November 8, 2022 General Municipal Election**

## **EXECUTIVE SUMMARY**

This report responds to a Fiscal Year (FY) FY 2021-23 Budget Policy Directive adopted by City Council on June 24, 2021. City Administration was directed to increase city revenue and resources to fund public services including affordable housing, homelessness solutions, and filling potholes. The City Administration was also directed to explore a possible new infrastructure bond ballot measure in 2022 for public infrastructure and affordable housing.

## **BACKGROUND/LEGISLATIVE HISTORY**

On December 9, 2014, the Oakland City Council adopted [Resolution No. 85292 C.M.S.](#), that recognized the collective responsibility to advance racial equity and commit the City to remove structural barriers that prevent our society from being just and inclusive.

On June 30, 2015, City Council adopted [Ordinance No. 13319 C.M.S.](#), which amended Chapter 2.29 of the Oakland Municipal Code entitled, "City Agencies, Department and Offices", which established the organizational structure of the City and created the Department of Race and Equity and defined implementation steps related to a citywide strategy of a fair and just city.

On October 16, 2018, City Council adopted [Resolution No. 87376 C.M.S.](#) which approved the Capital Improvement Program Prioritization Process which utilizes nine factors, weighted with public input to rank City's projects since Fiscal Year 19-21, including: 1) Equity, 2) Health and

City Council  
July 5, 2022

Safety, 3) Economy, 4) Environment, 5) Improvement, 6) Existing Conditions, 7) Shovel Ready, 8) Collaboration and 9) Required Work.

On April 26, 2021, received an informational report on the [Housing Strategic Action Plan \(HSAP\)](#) from the Housing & Community Development Department (HCD). The HSAP provides a framework for pursuing affordable housing activities and the deployment of resources focusing on the preservation, protection, and production of affordable housing. The HSAP focuses on the highest priorities of addressing homelessness, housing for extremely low income (ELI) households, deep racial inequities, and anti-displacement.

On December 21, 2021, City Council adopted [Resolution No. 88975 C.M.S.](#) which established the Five Year Pavement Prioritization Plan (FYPP) from the Department of Transportation (DOT). The FYPP reflects community input and priorities repaving based on equity, street condition, and traffic safety.

On June 24, 2021, the City Council adopted [Resolution No. 88717 C.M.S.](#), which adopted the FY 2021-23 Biennial Budget inclusive of the Capital Improvement Program and Policy Directives. The Budget Policy Directives instructs the City Administration to instill equity in the budgeting process, prioritize affordable housing and homelessness solutions, and explore a possible new infrastructure bond ballot measure for public infrastructure and affordable housing.

## **ANALYSIS AND POLICY ALTERNATIVES**

### ***Capital Needs***

During the Fiscal Year 21-23 Biennial Budget process, the City Council adopted the Capital Improvement Program that listed 296 unfunded capital projects solicited by members of the public totaling over \$1.4 billion. These projects are a direct reflection of the public's voice and the capital projects submitted by members of the public who has identified a capital project in need of funding. Staff has also identified additional capital funding need totaling over \$5.6 billion to address the City's current and future infrastructure needs. Delayed maintenance has exacerbated the deterioration of city streets and facilities and with the limited amount of funding, these delays are no longer a future issue. Unless addressed, key city facilities and streets are on track to be in a critical state with concerns to structural integrity, safety hazards, and negative environmental impacts.

### ***Measure KK & Project Continuation***

On November 8, 2016, Oakland voters approved the 2016 Infrastructure Bond, commonly referred to as Measure KK. Measure KK authorized \$600 million in bonds to be used for streets and roads projects, facility projects, and anti-displacement and affordable housing preservation projects.

Measure KK allocated a modest \$100 million to anti-displacement & affordable housing preservation projects, of which only \$1 million remains uncommitted. Measure KK accomplished the development of 721 newly constructed affordable housing units, the rehabilitation of 420 units of existing affordable housing, funded 111 transitional housing and Homekey units, and the acquisition and conversion of 272 affordable housing units. While the Notice of Funding Availability (NOFA) issued in FY 2020-21 received over \$9.1 million in funding requests, there was only \$8.7 million available to allocate. Additionally, the FY 2021-22 NOFA for affordable

housing new construction received over \$93 million in requests, only \$30.6 million was available to allocate. There is also a significant list of additional affordable housing in the pipeline that remain unfunded. This new bond, if approved by Oakland voters, will close the funding gap for affordable housing for at least 3 years. The intent of this bond measure is to significantly increase the funding for anti-displacement and affordable housing projects by dedicating \$350 million to this cause. Without this bond, the future of Oakland's unhoused residents are questionable and the desperately needed funding to address homelessness will be limited to the modest allocations in Measure Q, state allocations, and local funding.

Measure KK earmarked \$350 million for street and road projects including street paving and reconstruction, bicycle and pedestrian improvements, and traffic calming solutions. Of the \$350 million, \$297.72 million has been allocated with \$138.5 million spent in alignment with the three-year paving plan (TYPP). The TYPP has delivered over 100 miles of newly paved streets which has resulted in an increase to 28% of good or excellent local streets, an increase of 13% when compared to 2016 when Measure KK was passed. Although there is an additional \$52.28 million remaining to be allocated that has not yet been issued, the adoption of the Five-Year Paving Plan (FYPP) will require these funds as there is currently a paving maintenance backlog of \$432 million. The FYPP will exhaust all current funding sources in FY 2023-24 and without additional funding this plan cannot continue through the FY 2026-27 planned project timeline.

Within the \$600 million Measure KK, \$150 million was allocated to facilities and parks projects. Many projects received planning and design funding only, or "seed funding" to initiate project design and outreach with communities. While staff were able to leverage funding or secure alternate funding sources to initiate projects, design and/or construction funding from this new General Obligation Bond are required to supplement these projects to completion. Partially funded facility projects in need of additional funding to ensure project completion include:

- Fire Station 29 - \$7.08 million
- Fire Station 4 - \$25 million
- Sobrante Mini Parks - \$1.08 million
- Tyrone Carney Park - \$300,000
- Digital Arts & Culinary Academy - \$300,000
- AAMLO, Brookfield, Hoover, and Main Library Improvements - \$7.6 Million
- MLK Bike Shed - \$905,000
- Lincoln Recreation Center - \$21 Million
- Mosswood Recreation Center - \$9.1 Million
- West Oakland Resilience Center (West Oakland Library, West Oakland Senior Center, deFremery Recreation Center) - \$50 million

While Measure KK allowed for the City to make progress in these critical areas, the meaningful improvement of affordable housing, street pavement, and public infrastructure will require a significant increase of funding. This \$850 million General Obligation Bond is critical to continue these efforts by:

1. ensuring that Oakland continues to provide affordable housing opportunities and anti-displacement measures in accordance to the Housing Strategic Action Plan;
2. enhancing, and fully funding the adopted Five-Year Paving Plan and other transportation projects; and
3. addressing the increasing need to repair and rehabilitate Oakland's public amenities including the recreation & senior centers, parks and outdoor spaces, and public safety facilities.

Without this bond measures approval, the delayed maintenance of the City's Infrastructure will prove to be costly and negatively impact the quality of life for Oaklanders.

**Spending Plan**

After thorough analysis of all citywide priorities, capital needs, and polling results, staff proposes the following spending plan for the proposed \$850 Million Infrastructure Bond.

<u>Category</u>	<u>Amount</u>
Affordable Housing Preservation Projects	\$350 Million
Transportation Projects	\$290 Million
Citywide Facility Preservation and Improvement Projects	\$210 Million

This measure seeks to greatly address affordable housing preservation projects by allocating \$350 million for this cause to acquire, construct, and/or rehab interim, permanent, and social housing in accordance with the Housing Strategic Action Plan.

To fully fund the FYPP, \$290 million is proposed to be allocated for transportation projects including street paving and reconstruction, curb ramps, sidewalks, and the Complete Street capital improvement plan inclusive of accessible pedestrian signals, traffic calming and safety measures, bikeways, and streetscaping.

This measure seeks to invest in the citywide facility preservation and improvement projects by allocating \$210 million to construct, improve, and rehabilitate city facilities. This investment also addresses environmental sustainability by allowing water, energy, environmental, and seismic improvements to City facilities. A full detail of eligible expenditures can be found in the proposed resolution.

**Polling Results**

From March 8-15, 2022, EMC Research conducted a survey of likely November 2022 voters to assess their responses to two possible ballot measure scenarios: 1) a \$600 million dollar bond and 2) a \$1.6 billion dollar bond. Key findings indicate that homelessness, affordable housing, and crime are the most important problems and primary concern in Oakland. While tax sensitivity is on the rise, responses indicate that voter's funding priorities are for housing for families and individuals experiencing homelessness and eliminating potholes. Trust in government has increased, however, this sentiment is reflected country wide. Despite this sentiment, about two-thirds of respondents indicate that city services are important and have a higher preference for prioritizing investments in neighborhoods with higher needs which aligns with Oakland equity goals. The bond measure scenarios resulted in a 67% approval rating, although, voter approval decreased considerably after oppositional statements. Staff recommends conducting one additional survey once the proposed ballot language is approved by the City Attorney. Full polling details can be found in Attachment A to this report.

**No Tax Rate Increase**

The magnitude of capital asset and affordable housing needs discussed in this report far exceed the reach of any single bond measure. In order to bring City facilities into a state of good repair, build new facilities as demand warrants, and continue to expand the availability of affordable housing, the City will need ongoing capital investment. Starting with Measure KK, the City began this process of investment, which this measure seeks to continue. Given the ongoing need, it is the intent of this Administration to mitigate the effect of this bond measure and its

subsequent issuances on taxpayers. Staff has determined it is in the best interest of the City and Oakland voters to limit the issuance of new bonds until older indebtedness is retired and/or the tax base grows to support the new debt, so that the tax rate does not increase. In other words, bonds will be issued incrementally so that the tax rate does not exceed the rates established in Fiscal Year 2022-2023. Therefore, to formalize the tax limits, on July 5<sup>th</sup>, 2022 the Oakland City Council will consider adopting a General Obligation Bond Policy (“Policy”) to establish a cap on the ad valorem property tax rate. This Policy will establish 0.22% as the maximum ad valorem property tax rate levy to service the City’s voter-approved indebtedness. This Policy will also maintain a 10-year forward debt capacity schedule that incorporates assumption of growth in assessed valuation and reasonable estimates of new debt issuance and retirement. Such schedule shall be available to any interested parties in connection with the review or issuance of any GO bond measure. For transparency, the bond issuances in the initial fiscal years (2023-2025) would be minimal with a larger issuance anticipated for fiscal year 2025-2026 when there is adequate debt capacity relative to the maximum tax rates in compliance with the proposed Policy.

### ***Community Engagement & Oversight***

To seek the community’s input on the development of the proposed ballot measure language, staff conducted three (3) community engagement sessions with stakeholders on May 16<sup>th</sup>, 20<sup>th</sup>, and 25<sup>th</sup>, 2022. Invitations were sent to various stakeholders to ensure a diverse, inclusive, and open dialogue between city staff and the community partners. The purpose of the meetings were to inform, consult, and collaborate with the stakeholders on the proposed ballot measure language, receive feedback and recommendations for enhanced language, and to ensure that the needs of the community are addressed within this measure.

In response to the concerns of the polling results, staff recommends the continued oversight of this potential bond funding and annual audits by an external party. Staff recommends assigning this bond measure to the Affordable Housing and Infrastructure Public Oversight Committee as this bond will also address affordable housing and city infrastructure projects. Annual audits shall be completed by an external vendor rather than internally to provide greater community oversight.

### ***Equity Considerations and Capital Improvements Program***

With the approval of the Capital Improvement Program Prioritization Process (CIP) in 2018, project ideas are input and ranked through the scoring system. Equity is one of the nine factors weighted the highest according to public input received during that process, as well as equity embedded in four other factors. Highest ranked projects are matched with available funding and may be funded in whole or part as “seed money” to initiate project studies and/or design. Additionally, City Council has directed the Administration to implement equity into the budgeting process. By selecting projects from the CIP which has equity consideration built into the process, staff are ensuring racial disparities are being addressed. Additionally, staff recommends that any projects funded by this bond measure have an equity analysis conducted prior to funding with the assistance of the Department of Race & Equity.

## **FISCAL IMPACT**

There is no fiscal impact to adopt this resolution. However, if the Oakland voters pass this measure, the impact to the city would be significant. This measure would:

- prioritize the investment into addressing Oakland's most vulnerable population, our unsheltered community, by building transitional, interim, and permanent affordable housing which Oakland's number one priority.
- allocate the remaining funded needed for construction of partially funded projects including fire training facilities and fire stations, Lincoln Recreation Center, and the Resiliency Hub that includes West Oakland Library, West Oakland Senior Center and deFremery Center.
- ensure the continuation of the City's Five-Year Paving Plan and meets the city's paving goals through FY 2026-2027.

Without this bond measure, affordable housing, streets and roads, and public facilities will be critically underfunded utilizing the limited available state, local, and grant funding which would fall short of the goals and needs of Oakland. In order to continue these programs, staff requests that City Council adopt this resolution to ensure the continuation of these projects.

### **PUBLIC OUTREACH / INTEREST**

Staff conducted a series of three (3) community engagement sessions in May 2022 to discuss the goals and garner feedback. Staff solicited the participation of various community groups to ensure diversity, inclusion, and intentionally sought the representation of Oakland underserved communities. Sessions were conducted via Zoom with accessible alternatives available such as translation and closed captioning. City staff will continue to engage the community with the capital prioritization process and the design phases of the capital projects selected to be funded by the bond funds. It is the intent of City staff to focus efforts to primarily and intentionally seek feedback from our underserved Oakland communities.

Administratively, no outreach was deemed necessary for this report beyond the standard City Council agenda noticing procedures.

### **COORDINATION**

This report was coordinated by the following departments: City Administrator, Finance, Public Works, Transportation, Housing & Community Development, Library, and Race & Equity.

### **SUSTAINABLE OPPORTUNITIES**

**Economic:** There are no economic opportunities associated with this report. However, the economic opportunities that will arise if this bond measure is approved by Oakland voters would be significant. Capital improvement projects will be required to comply with the Local Business Enterprise and Small Local Business Enterprise (LBE/SLBE).

**Environmental:** Projects funded by this bond would allow for staff to make improvements to real property which may include water, energy, seismic, and/or environmental improvements. Projects will also be required to adhere to the City's Leadership in Energy and Environmental Design (LEED) mandate.

**Race and Equity:** The projects funded by this bond measure will be subject to the CIP prioritization process and/or and equity analysis. Language established in the bond ordinance

require a social and geographic equity to be considered in the development of the projects anticipated to be funded by this bond. All resulting projects must also comply with the American with Disabilities Act (ADA) and enhance the City's infrastructure.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt A Resolution On The City Council's Own Motion Submitting To The Voters At The November 8, 2022, General Municipal Election, A Proposed Ordinance To Authorize Issuance Of \$850 Million In General Obligation Bonds To Fund Affordable Housing And Housing Preservation Projects, Transportation Projects, And Various City Infrastructure; And Directing The City Clerk To Fix The Date For Submission Of Arguments And Provide For Notice And Publication, And Take Any And All Actions Necessary Under Law To Submit This Measure To The Voters At The November 8, 2022 General Municipal Election

For questions regarding this report, please contact Brittany Hines, Assistant to the Director, at (510) 238-7078.

Respectfully submitted,



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Director of Finance

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Attachment(s):  
A – Polling Results  
B – Housing Strategic Action Plan  
C – Five Year Pavement Prioritization Plan



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# Survey of Likely November 2022 Voters

## City of Oakland

*Conducted March 2022*

**CliffordMoss.**

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- ▶ Survey of likely November 2022 voters in Oakland
  - Overall likely November 2022 voters: n=600; margin of error ± 4.0 % pts
- ▶ Mixed-mode methodology (telephone/web) offered in English, Spanish, and Chinese
  - Phone interviews conducted by trained, professional interviewers; landlines & mobile phones included
  - Email and text invitations were sent to complete the survey online
- ▶ Conducted March 8 – 15, 2022
- ▶ A split sample methodology was used to test two possible ballot scenarios
  - Sample A, \$600 million bond: n=300; margin of error ± 5.7 % pts
  - Sample B, \$1.6 billion bond: n=300; margin of error ± 5.7 % pts
- ▶ Where applicable, results compared with previous research

Methodology	Dates	Universe	Sample Size	Margin of Error	EMC #
Mixed Mode	September 29-October 6, 2021	Likely November 2022	600	±4.0 % pts	21-8267
Mixed Mode	October 15 – 20, 2019	Likely 2020	960	±3.2 % pts	19-7446
Mixed Mode	August 27 – 31, 2016	Likely March 2020	615	± 4.0 % pts	19-7400
Telephone	June 19-32, 2016	Likely November 2016	400	± 4.9 % pts	16-6040
Telephone	February 14 – 18, 2016	Likely November 2016	606	± 3.98 % pts	16-5910

***Please note that due to rounding, some percentages may not add up to exactly 100%.***

- ▶ Voter optimism is at an historic low. Homelessness and crime are top of mind concerns.
- ▶ Tax sensitivity is on the rise, and trust in government has declined.
- ▶ Support for a bond measure to fund housing and infrastructure needs hovers at the super majority threshold required for passage.
  - There is no statistical difference in the initial support between the lower bond amount (\$600M) and the higher bond amount (\$1.6B).
- ▶ Voters prioritize a variety of projects that the bond funds could help pay for, with intense prioritization of housing for individuals and families experiencing homelessness, and eliminating potholes.
- ▶ Additional information in support of the measure does not have significant impact; however, potential opposition messaging drives support well below two-thirds, especially among the higher bond amount (\$1.6B).



research

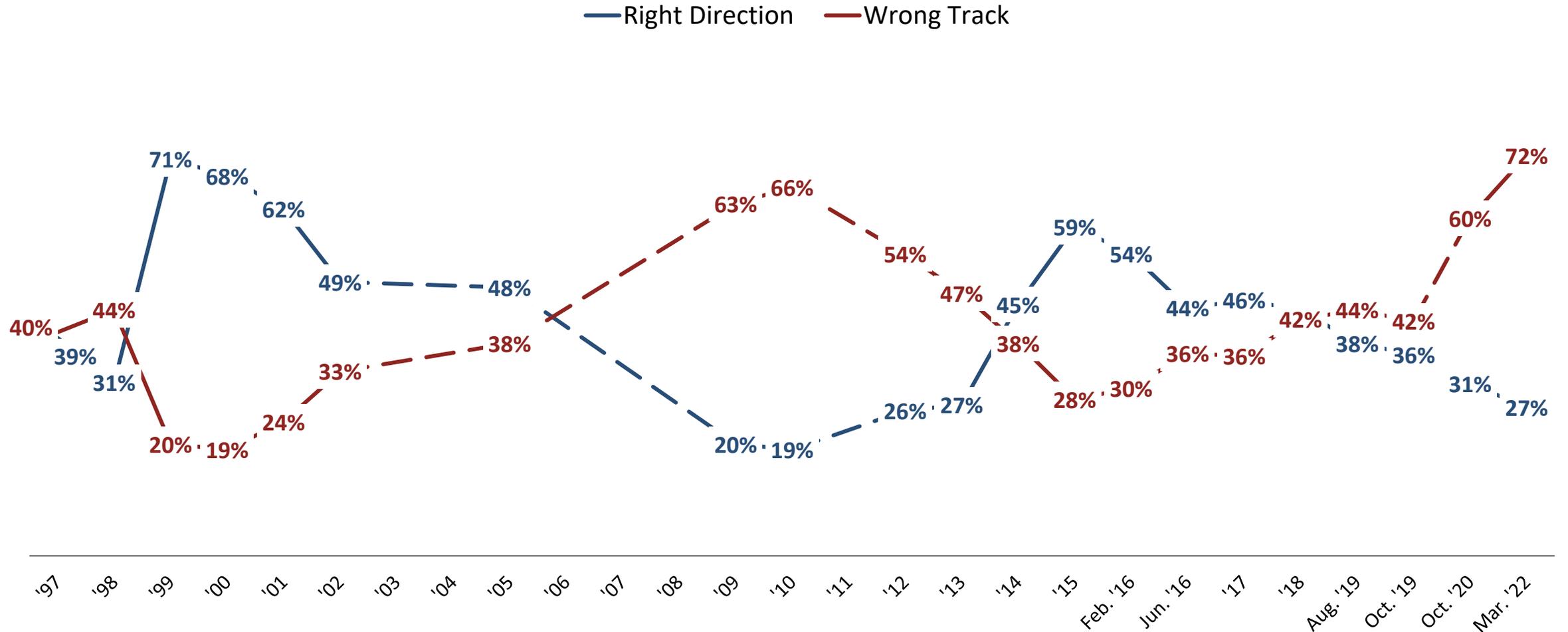
**CliffordMoss.**

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Issue Environment

# Direction of Oakland

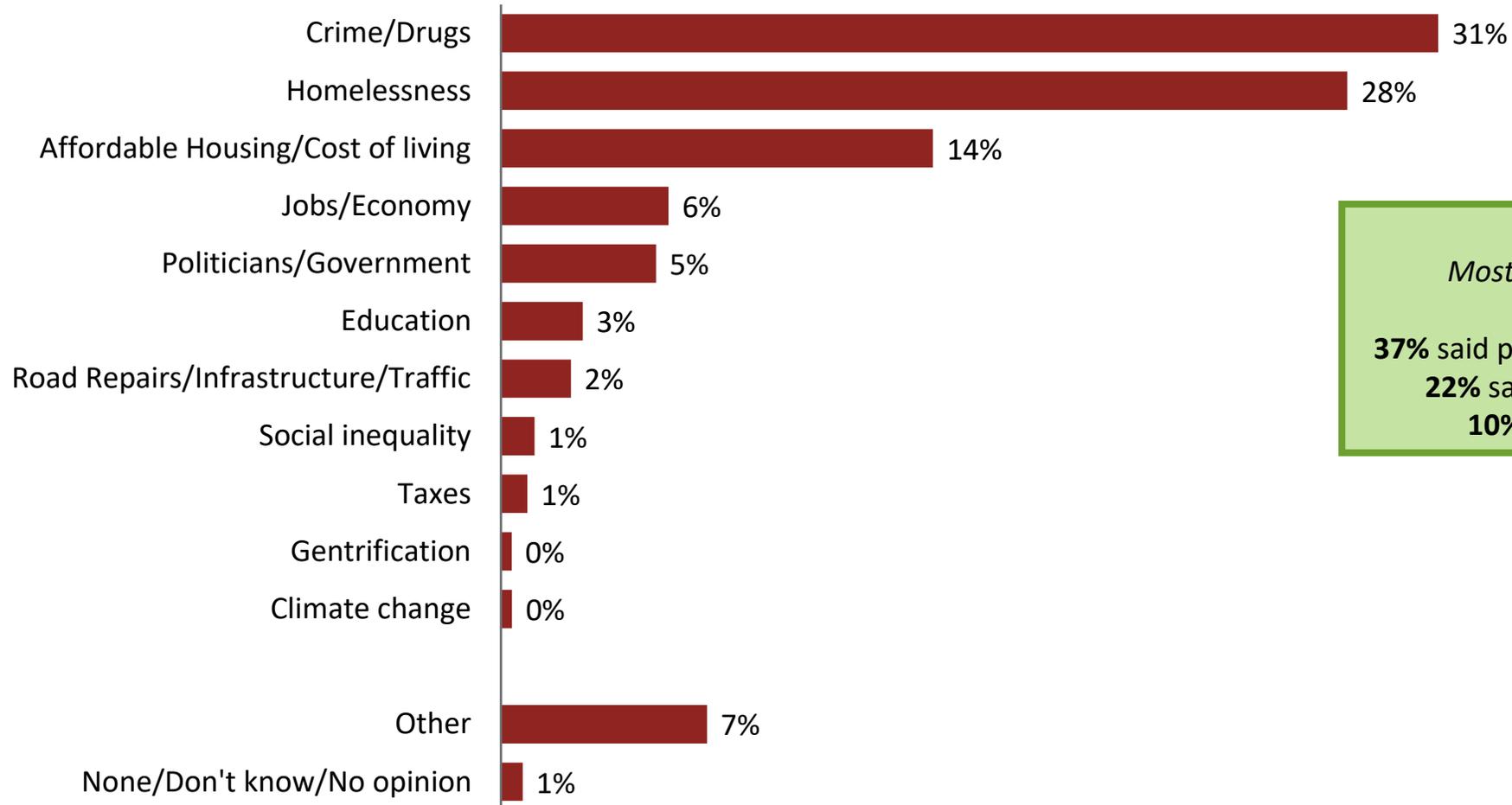
*Pessimism among Oakland voters is at an all time high.*



Q4. Do you feel that things in Oakland are generally going in the right direction or do you feel things have gotten pretty seriously off on the wrong track?

# Most Important Problem

*Top of mind concern about crime and drugs has increased in recent years. Housing and homelessness remain top concerns.*

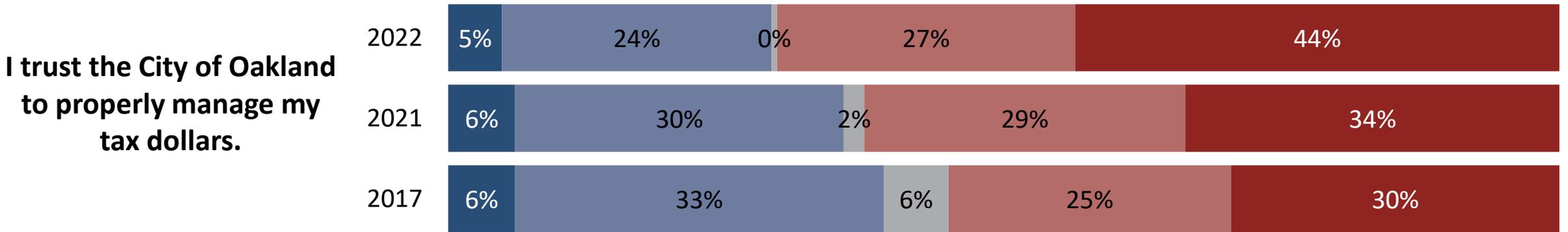
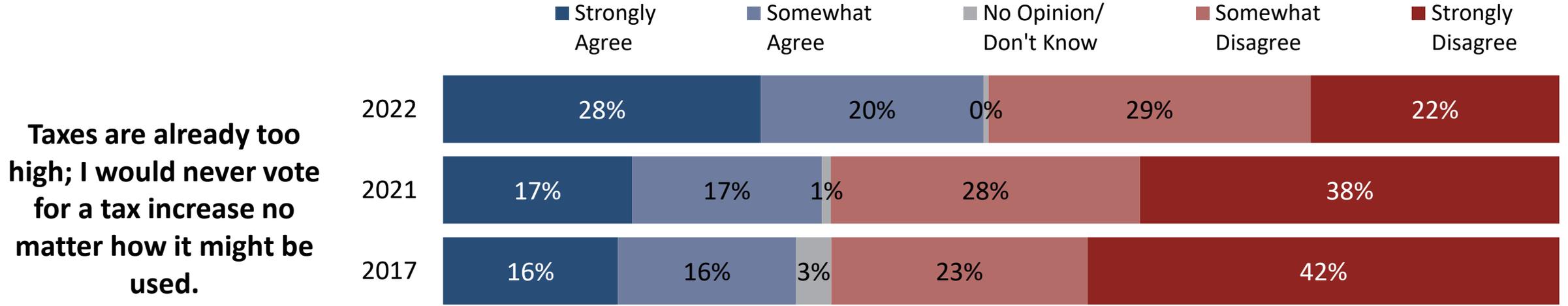


*August 2019  
Most Important Problem*

**37%** said poverty and homelessness  
**22%** said affordable housing  
**10%** said crime/drugs

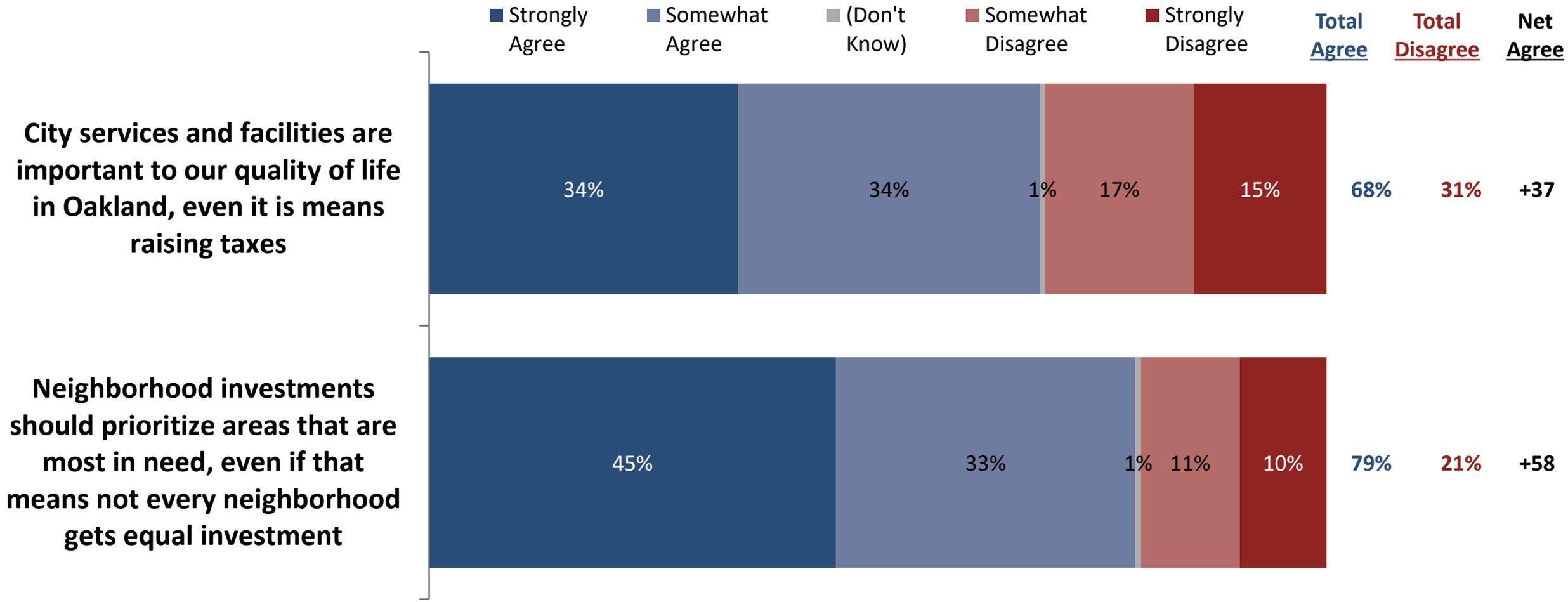
# Tax Sentiment Over Time

*Anti-tax sentiment is on the rise, with about half indicating they will not vote for a tax increase today. Trust in government has declined.*



# Tax Attitudes

*About two-thirds of Oakland voters indicate they think city services are important and worth paying taxes for. They also show a high preference for prioritizing investments for neighborhoods with more needs.*

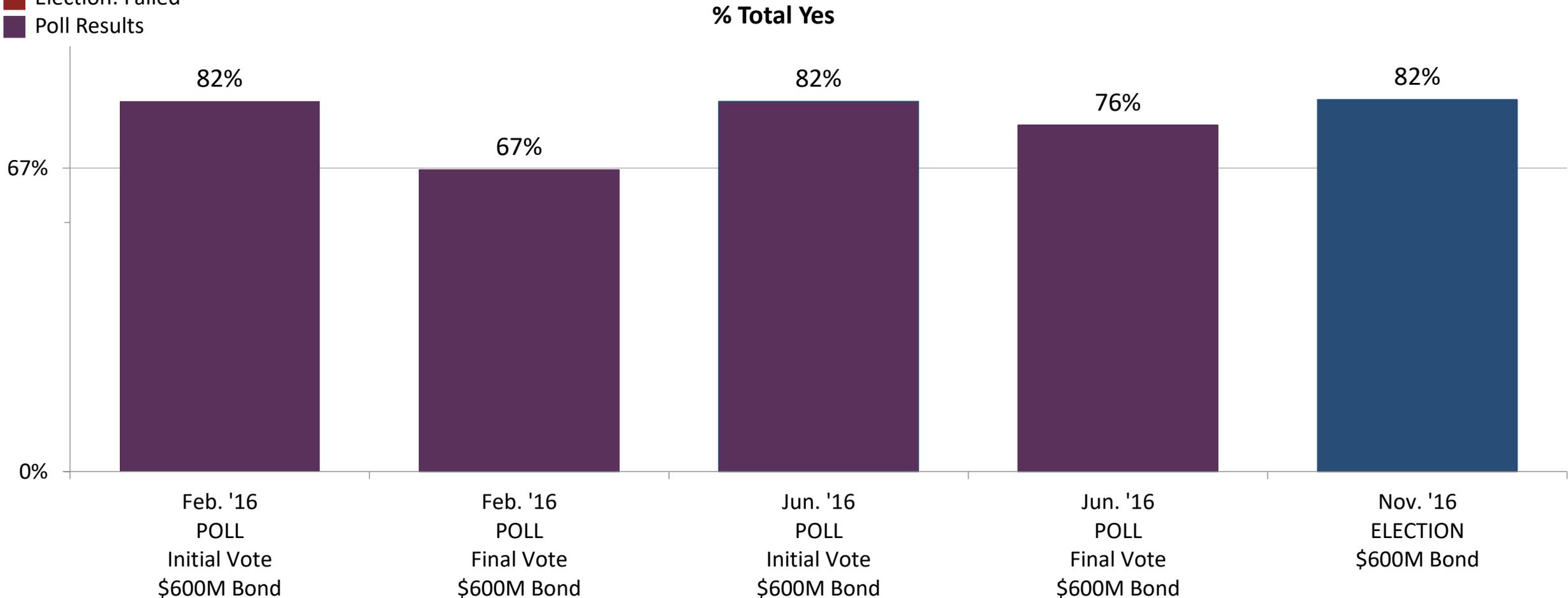


Q7-10. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

# Measure KK Overview

*Measure KK had high support in November 2016, tracking with poll results from February and June 2016.*

- Election: Passed
- Election: Failed
- Poll Results





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# Housing and Infrastructure Bond

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## ***Split A: \$600M Bond***

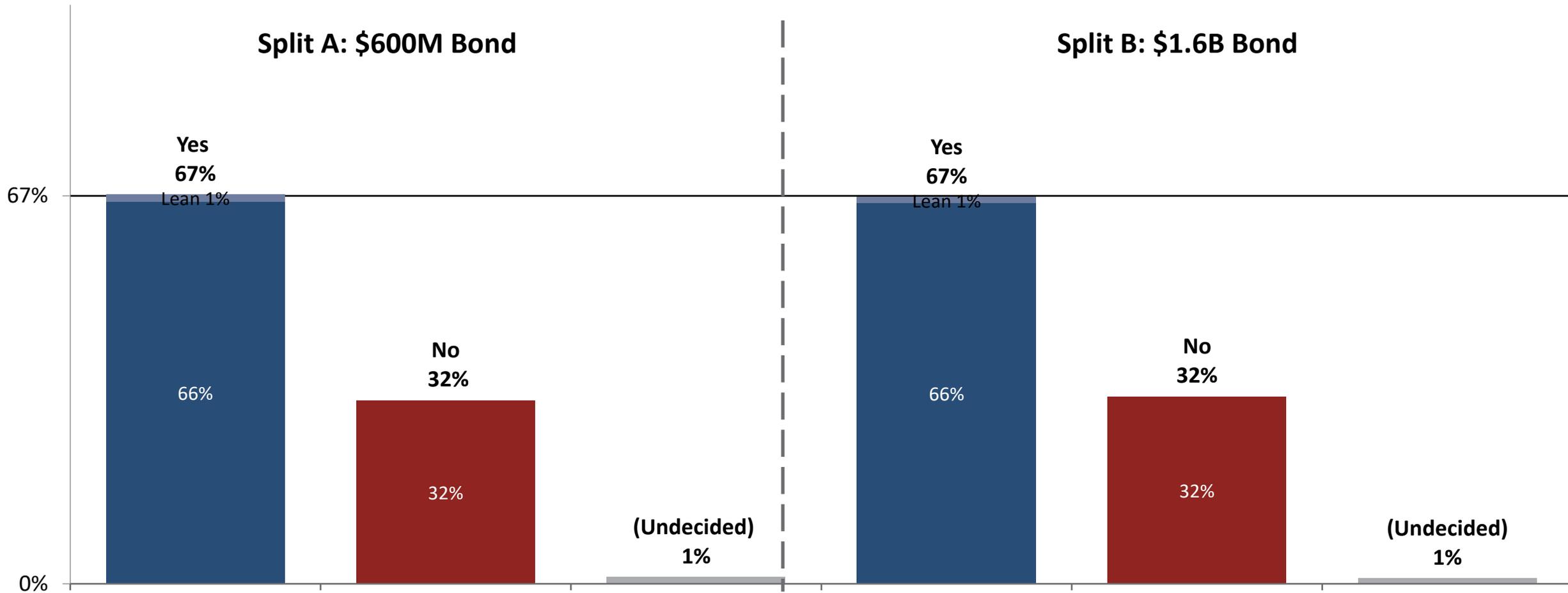
*The first measure reads: Shall the measure to reduce homelessness and invest in neighborhoods throughout Oakland by creating more affordable housing and shelter for individuals and families experiencing homelessness, protecting Oaklanders from displacement, eliminating potholes and repaving streets, and improving libraries, parks, recreation, and other public facilities, by issuing **\$600,000,000** in bonds at legal rates, raising approximately **\$60,000,000** annually while bonds are outstanding at **\$230 per \$100,000** of assessed value, with independent oversight and annual audits, be adopted?*

## ***Split B: \$1.6B Bond***

*The first measure reads: Shall the measure to reduce homelessness and invest in neighborhoods throughout Oakland by creating more affordable housing and shelter for individuals and families experiencing homelessness, protecting Oaklanders from displacement, eliminating potholes and repaving streets, and improving libraries, parks, recreation, and other public facilities, by issuing **\$1,600,000,000** in bonds at legal rates, raising approximately **\$160,000,000** annually while bonds are outstanding **\$240 per \$100,000** of assessed value, with independent oversight and annual audits, be adopted?*

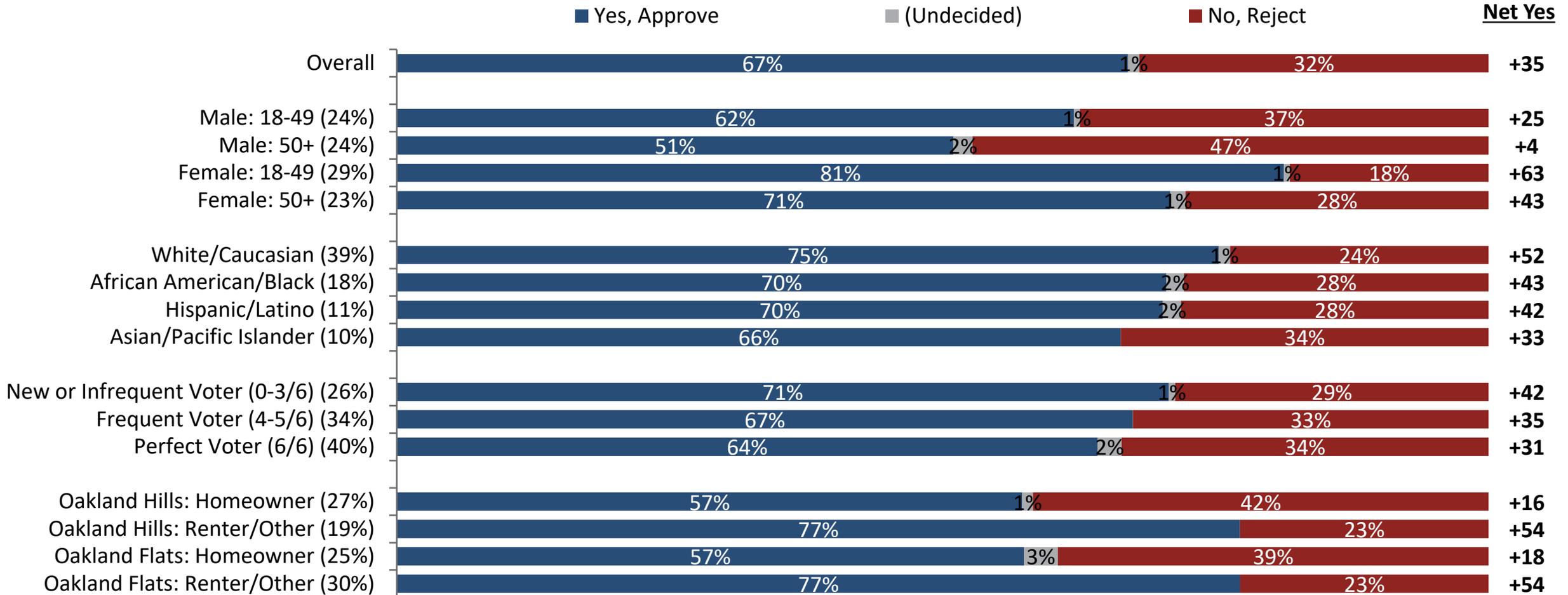
# Initial Vote for Bond

*There is no statistical difference in voter support for the bond based on the size of bond amount.*



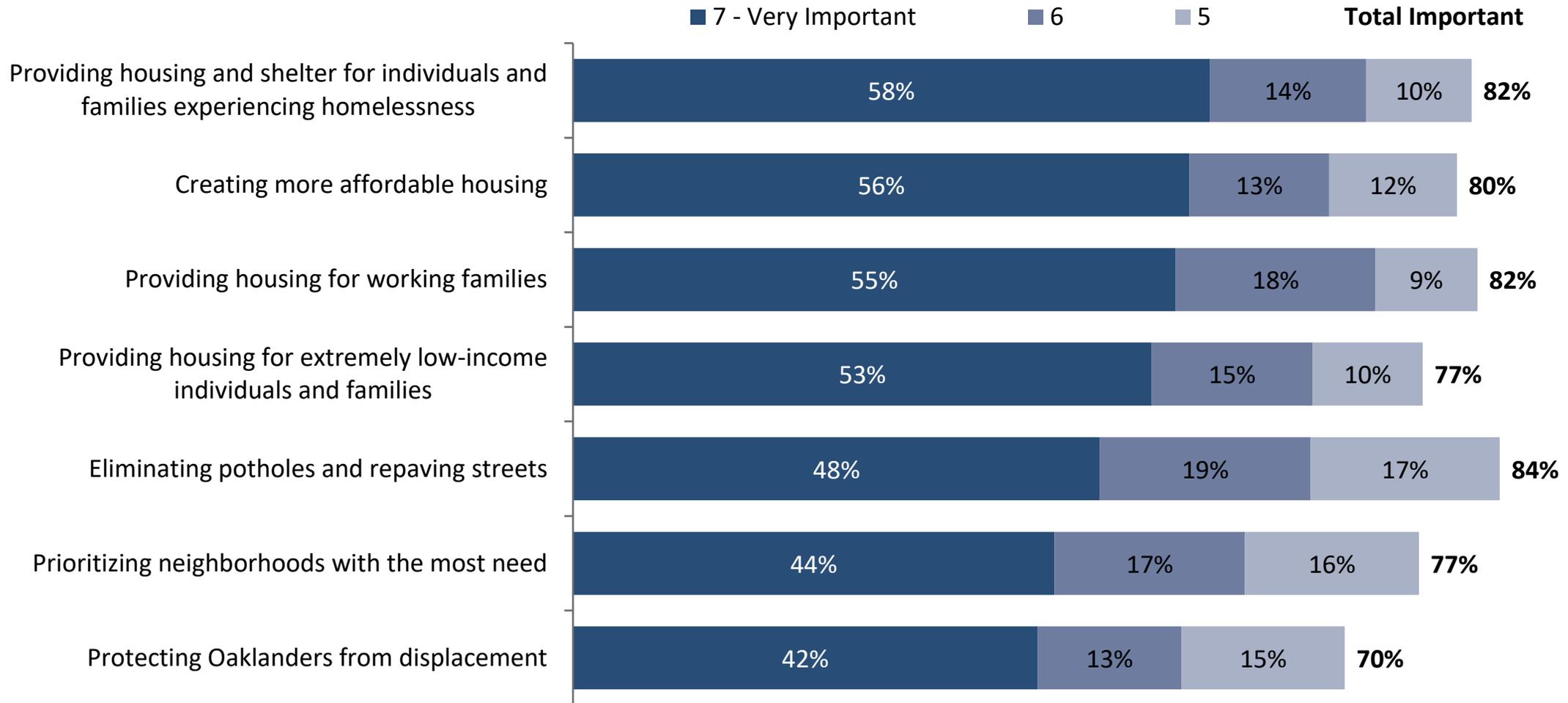
# Initial Vote by Subgroups (combined)

*Women and renters show the highest levels of support for the measure.*



# Funding Priorities

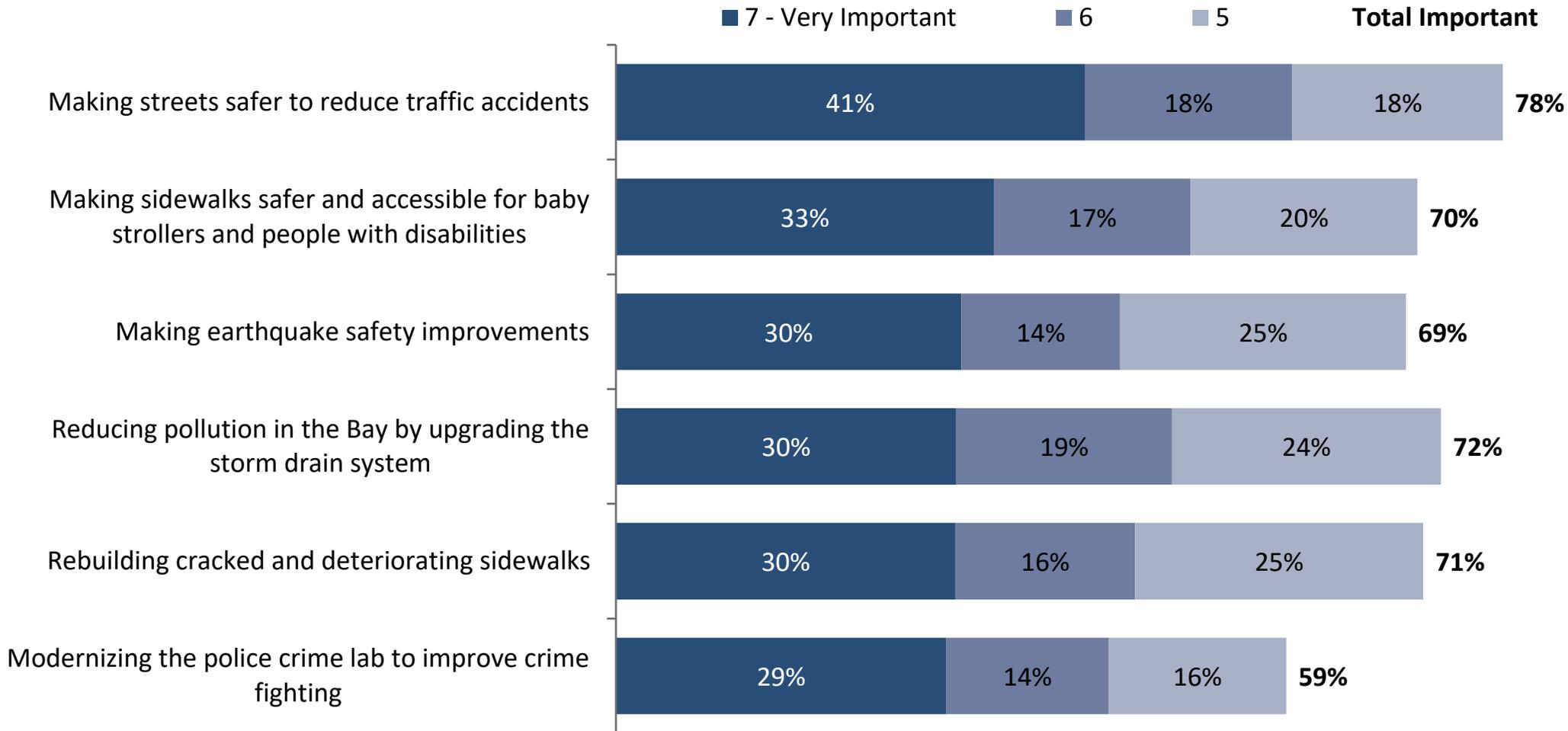
*Priorities surrounding housing and homelessness rise to the top. Repairing streets is also important to voters.*



Q11-30. On a scale of one to seven where one is not at all important and seven is very important, please tell me how important each of the items is to you.

# Funding Priorities (Cont.)

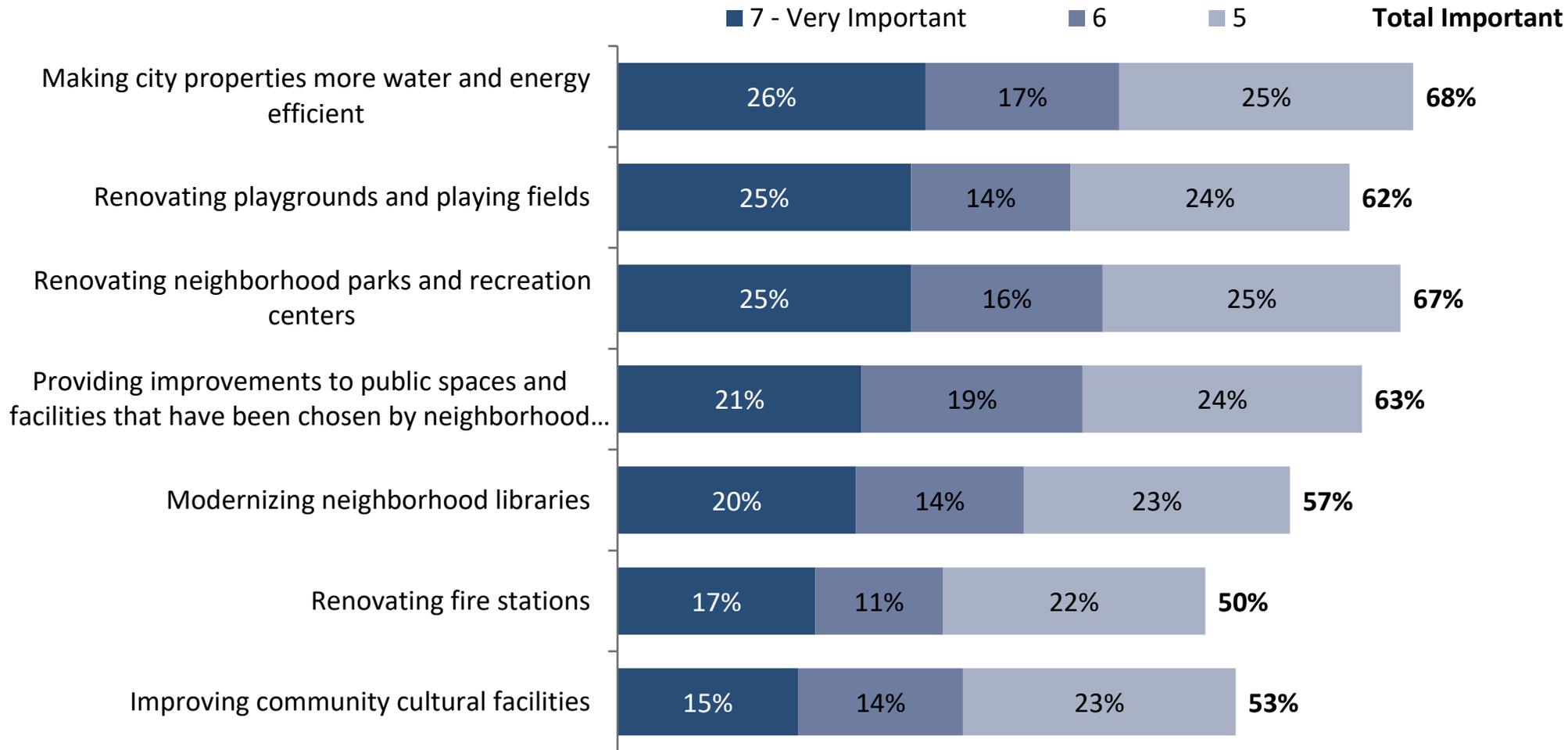
*All of the funding priorities are viewed as more important than not.*



Q11-30. On a scale of one to seven where one is not at all important and seven is very important, please tell me how important each of the items is to you.

# Funding Priorities (Cont.)

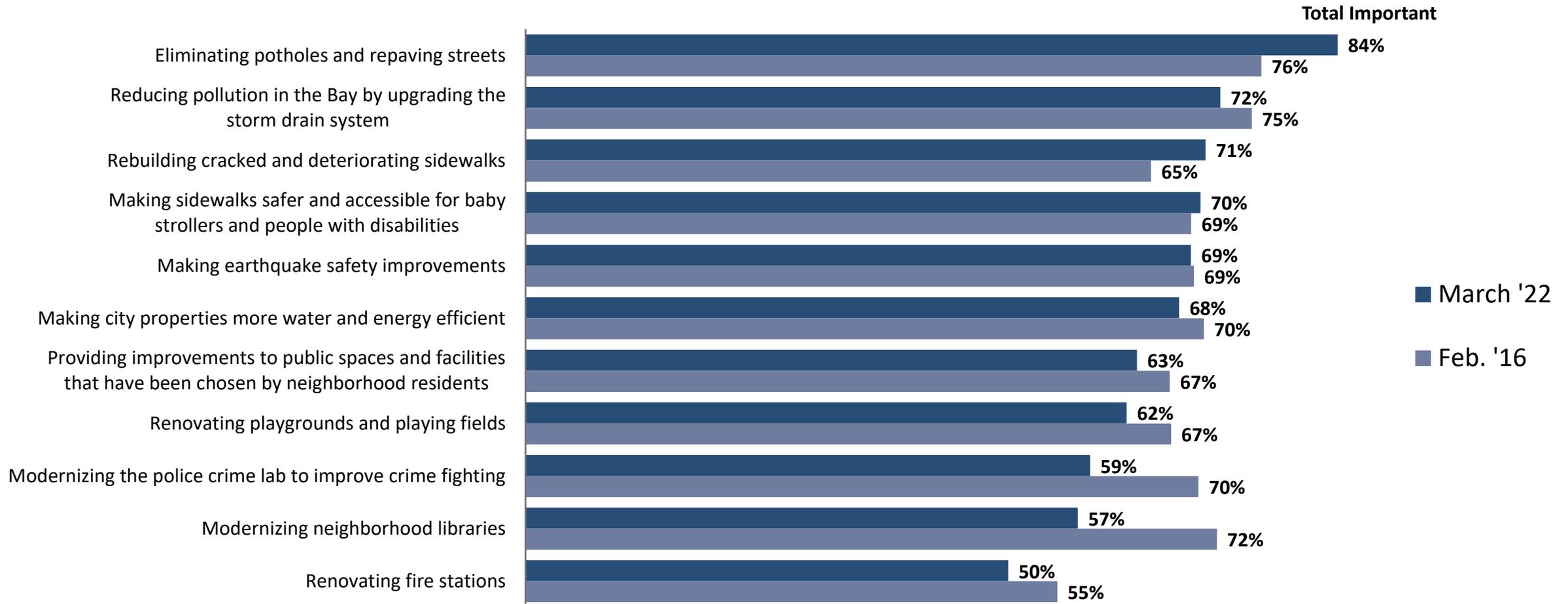
*Improving cultural facilities and renovating fire stations fall to the bottom of important priorities for voters, even though more than half view them as at least somewhat important.*



Q11-30. On a scale of one to seven where one is not at all important and seven is very important, please tell me how important each of the items is to you.

# Funding Priorities Over Time

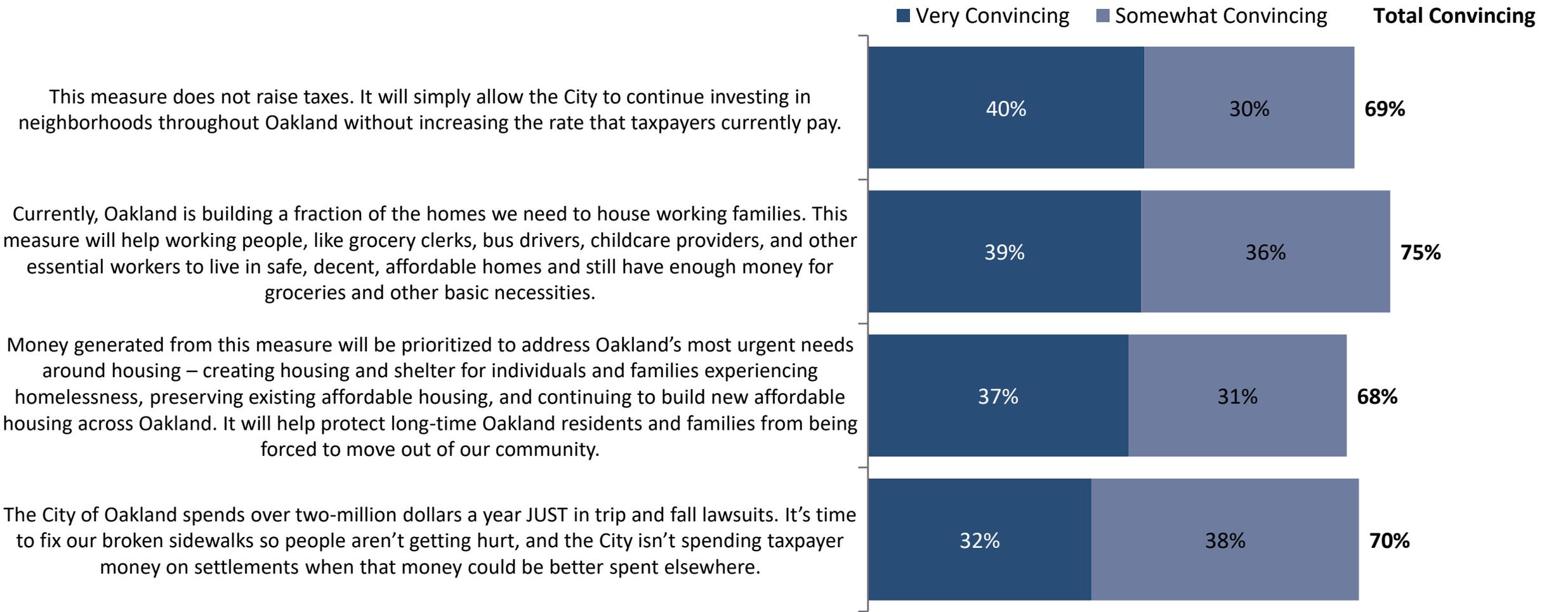
*Importance ratings for repairing potholes, streets, and sidewalks have increased since 2016. Modernizing libraries and public safety structures have decreased in importance.*



Q11-30. On a scale of one to seven where one is not at all important and seven is very important, please tell me how important each of the items is to you.

# Additional Information

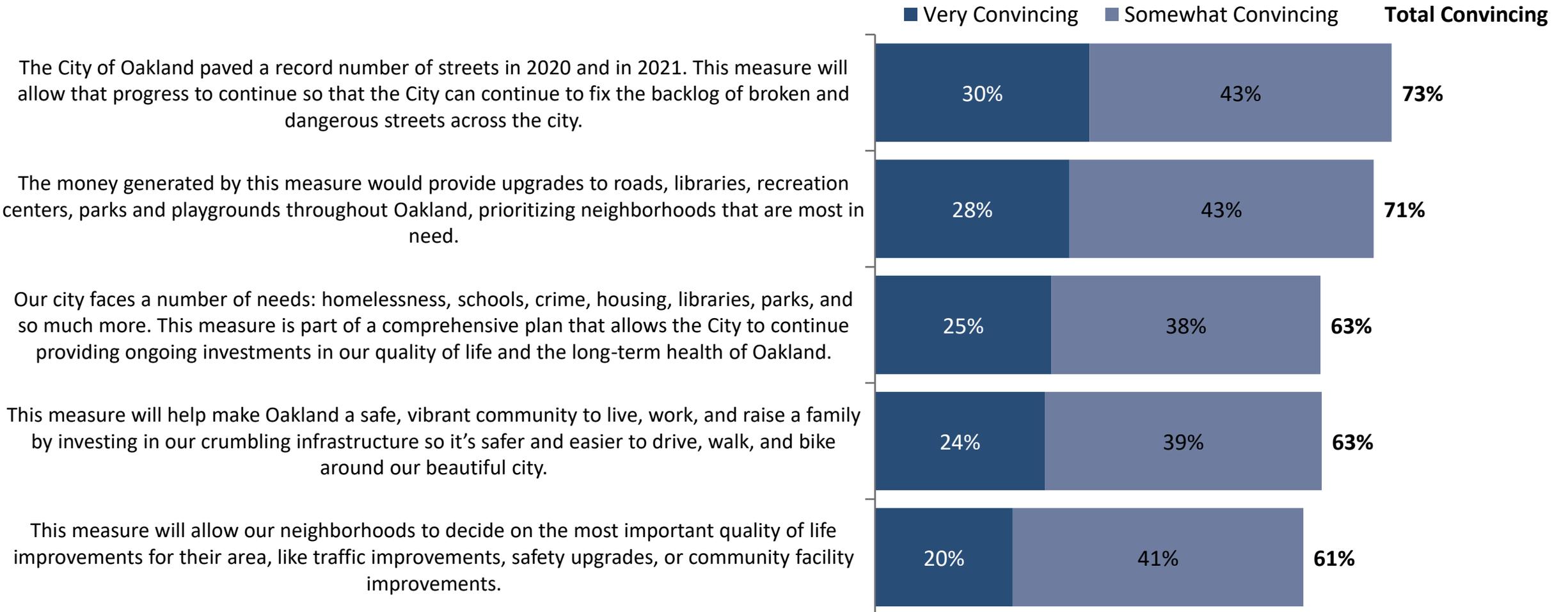
*Each of the information items are viewed as majority convincing, but the message about the bond not raising taxes is particularly compelling to Oakland voters.*



Q31-39. Next I'd like to read you statements from people who support this measure. After each one, please tell me how convincing that statement is as a reason to vote for this measure—very convincing, somewhat convincing, not too convincing, or not at all convincing.

# Additional Information (Cont.)

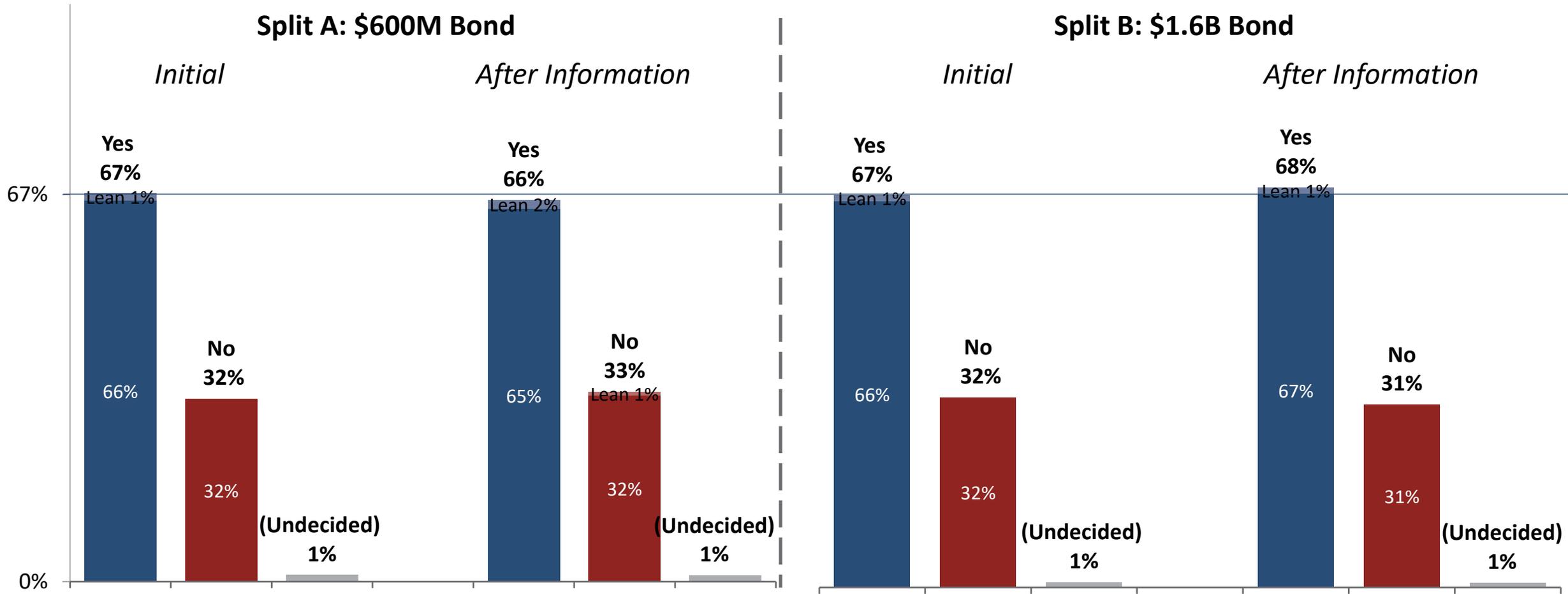
*Other information is compelling to voters, but with lower intensity.*



Q31-39. Next I'd like to read you statements from people who support this measure. After each one, please tell me how convincing that statement is as a reason to vote for this measure—very convincing, somewhat convincing, not too convincing, or not at all convincing.

# After Information Vote

*Additional information does not indicate much movement in support for the bond measure among either split.*



# Potential Negative Information

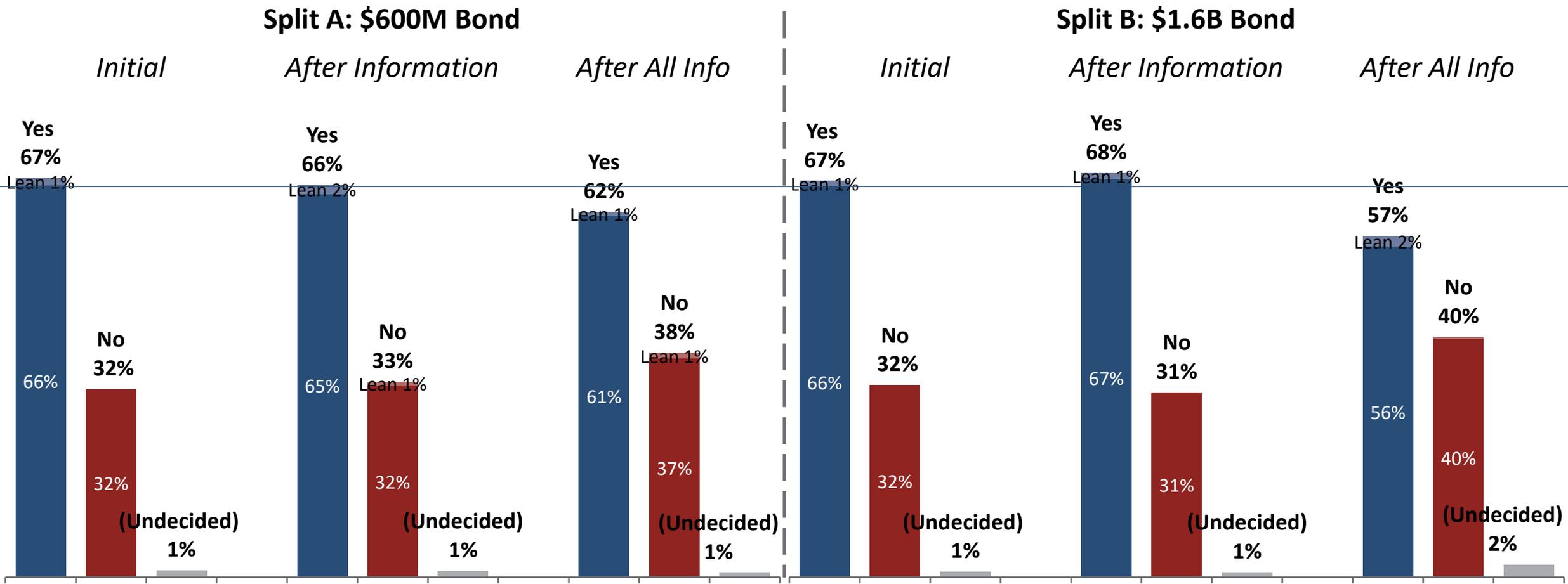
*The message about the city’s general fund and lack of guarantees about how finding will be spent is most convincing to voters as a reason to vote against the measure.*



Q41-47. Next I’d like to read you statements from people who oppose this measure. After each one, please tell me how convincing that statement is as a reason to vote against this measure—very convincing, somewhat convincing, not too convincing, or not at all convincing.

# After All Information Vote

*The vote after all information shows a drop in support, indicating the measure may be vulnerable to opposition. Potential opposition is particularly effective with the higher bond amount.*



- ▶ The political climate in Oakland creates a potentially difficult, but not impossible, environment for placing a bond measure to fund housing and infrastructure on the November 2022 ballot.
- ▶ Stakeholder engagement, evaluation of potential opposition, and ballot measure language negotiations will be key in the continued assessment of viability.
- ▶ A second poll to be conducted closer to a final decision by council is recommended.



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City of Oakland Housing & Community  
Development Department

2021-2023

# Strategic Action Plan



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## Introduction

The Department of Housing and Community Development (HCD) is the City of Oakland’s housing agency charged with allocating federal, state, and local housing and community development dollars, managing compliance with local housing laws, and supporting the creation and preservation of affordable housing. HCD’s mission is dedicated to improving Oakland’s neighborhoods and to making sure all Oaklanders have safe and affordable housing.



The purpose of this report is to share high-level progress of the City in meeting the City’s housing goals while also providing an updated departmental strategic framework and targeted actions to meet the housing challenges of Oakland for 2021-2023.

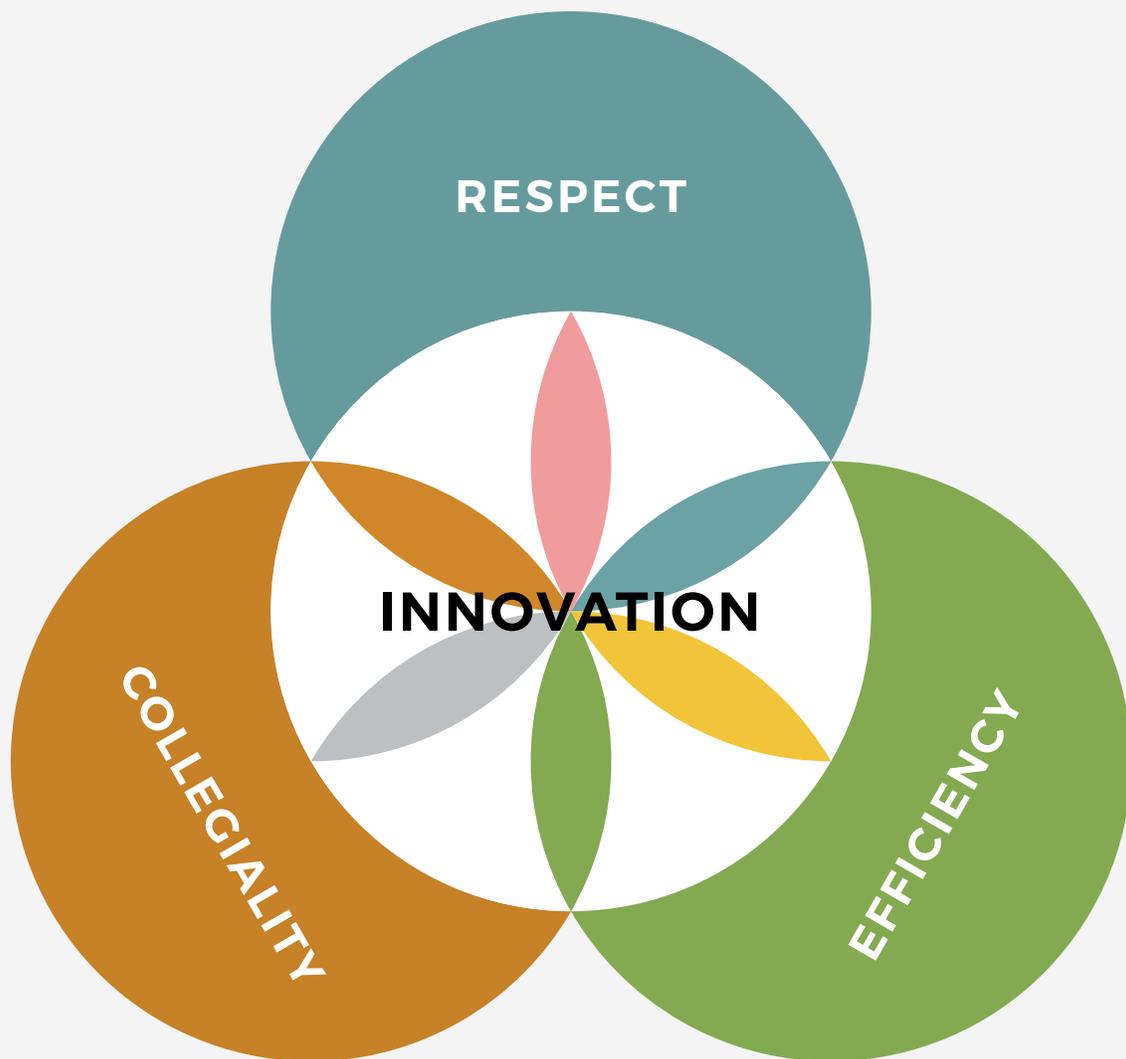
While it is the function of City leadership to set the vision, the implementation of these actions requires the full-throttled support of Oakland’s many diverse stakeholders to rise to the challenge of making quality housing opportunities available to all of its residents and to address systemic housing inequity.

The strategic framework for this report doubles down on the Three “P” approach generated by the Committee to House the Bay Area (CASA)<sup>ii</sup>: **Production, Protection, and Preservation**. The framework presents actions in each “P” area that are tied to identified needs informed by data and stakeholder input. Furthermore, this Strategic Action Plan centers race and equity in the “how” of the City’s implementation.

## Introduction

This Strategic Action Plan identifies a series of low, medium, and high-impact actions led by HCD and in partnership with other City agencies, county, private, and philanthropic partners.

HCD has identified core values that drive this important work:



—Staff Survey, Nov-2020 HCD All-staff Retreat

## Equity

The recovery from the Great Recession and subsequent years has largely widened the existing uneven economic outcomes for Oaklanders, especially for its Black residents. The City’s 2018 Equity Indicators Report ranked housing as third in importance when compared to the other themes of economy, education, public health, public safety, and neighborhood and community life.<sup>iii</sup> The twelve Indicators within the housing theme examined inequities faced by racial and ethnic minorities across four topic areas: affordability, displacement, essential services, and housing quality.

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**“In order to make housing opportunity work for all residents of Oakland, our equitable housing strategy will both address specific barriers faced by those most impacted by disparities, and contribute to shifting the culture of the City to focus on accountability to underserved BIPOC communities for our outcomes.”**

— Darlene Flynn, Director,  
City of Oakland Department of Race & Equity

This Strategic Action Plan applies a race and equity lens to the City's housing investments and services in these four ways:

01

Transparent and regular reporting on outcomes disaggregated by race;

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02

Clear, Americans with Disabilities Act (ADA)-compliant, and accessible information provided in multiple languages to the public;

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03

Anti-displacement and housing production programs, policies, and initiatives focused on the most impacted, most vulnerable populations; and

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04

Access and opportunity pathways to and for Black, Indigenous and People of Color (BIPOC) developers, service providers, and other contractors to the resources the City has to offer in the conduct of its housing work.

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## Context: A Call to Action

In 2016, the Oakland Housing Cabinet released “Oakland At Home: Recommendations for Implementing A Roadmap Toward Equity from the Oakland Housing Cabinet.”<sup>iv</sup> This “17k/17k Plan” identified an ambitious set of strategies (see Table 1 on page 9) to support increased funding, policy, and programs to protect 17,000 households and produce 17,000 total units for Oakland residents. The 17k/17k Plan proposed a number of strategies to protect renters and keep people housed, including increasing the Rent Adjustment service fee, which was raised from \$64 to \$101 in 2019. This resulted in nearly \$8 million in revenues in fiscal year (FY) 2019-2020, which enabled the department to greatly enhance its community outreach and education and eliminate backlogs in hearings and appeals, among other improvements. The plan also recommended a new infrastructure bond, and when voters approved the Measure KK Bond in 2016, the City of Oakland allocated \$100 million toward affordable housing. As of publication, the entirety of that Bond Measure has been allocated towards an expected 1,542 units. While nearly all of the proposed strategies have been started, implemented, or accomplished, the City has not produced nearly enough new units to meet the vast demand for affordable housing for Oakland residents.

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**The “17k/17k Plan” identified an ambitious set of strategies to support increased funding, policy, and programs to protect 17,000 households and produce 17,000 total units for Oakland residents.**

The January 2019 Point-in-Time Count<sup>v</sup> reflected a 47% increase in homelessness in a two-year period, totaling over 4,000 people. This dramatic increase demanded a refocus on strategies, resource allocation, and timing. In response, an updated Permanent Access to Housing Strategy (PATH) Framework was presented to the City Council in December 2019, and policy priorities were adopted. The PATH Framework encompasses seven goals with accompanying strategies: 1) prevent homelessness, 2) increase rapid returns to housing, 3) reduce the total number of people experiencing homeless, 4) create permanent housing opportunities, 5) stabilize and increase income, 6) deliver health care and proper hygiene to encampments, and 7) address racial disparities. The PATH Framework goals that have been integrated throughout HCD’s work and those embedded in the Strategic Action Plan include homelessness prevention/anti-displacement, creation of deeply affordable permanent housing, and addressing racial disparities.

## Context: A Call to Action

While this Strategic Action Plan is informed by past analyses, planning, and accomplishments, 2020 has presented a bevy of public health, fiscal, and social crises that drive this plan. In February of 2020, the public began to learn about the novel Coronavirus. Beginning in March, the economy ground to a halt as public officials issued emergency stay at home orders. In March 2020, California Governor Gavin Newsom declared a State of Emergency to make additional resources available to assist the State in its preparations for broader spread of COVID-19.<sup>vi</sup> As of March 2021, more than 500,000 Americans have died from COVID-19, with 1,426 deaths in Alameda County.

During the summer of 2020, Oakland's unemployment rate spiked to 13.9% and has since settled down to 7.4% as of February 2021.<sup>vii</sup> Unemployment continues to disproportionately affect certain groups. In the third quarter of 2020, while California's unemployment was 11.9%, Black unemployment reached 14.7% and Hispanic unemployment reached 13.0%.<sup>viii</sup>

As many Oaklanders saw their jobs vanish overnight, on March 27, 2020, the Oakland City Council quickly voted to pass what is now believed to be one of the strongest Eviction Moratoriums in the State. The Moratorium prohibits all residential evictions and continues through the end of the Local Emergency. The Moratorium also bans commercial evictions due to the non-payment of rent due to COVID-19 and conforms with the Governor's Executive Order (currently set to expire on June 30, 2021) or any extensions of the order.

The global pandemic threatened the viability of many public health systems, shut schools and offices, and introduced new terms like "social distancing." Then George Floyd was murdered. Floyd, a 46 year-old Black man living in Minneapolis, Minnesota was killed while being arrested for allegedly using a counterfeit bill. The act was videotaped and sparked mass peaceful protests and violence in Oakland and across the country. The threats of the health pandemic coupled with the cauldron of generations of racially-motivated police violence culminated in new challenges for Oakland and its residents.

The public health crisis revealed significant existing disparities in health, economic, and housing opportunities. For Oakland's homeless population, the State's "stay at home" orders were met with incredulity. For Oakland's housing-insecure households, it was infeasible to safely quarantine while living in crowded conditions, couch surfing, or living on the street.

The pandemic and its impacts demand a focused approach. HCD's charge moving into 2021 and beyond is to accelerate the pace of creating housing opportunities for people who have been left out of the housing market, face displacement, and experience homelessness while planting the seeds for more substantial resources in the future.

## Context: A Call to Action

Table 1. 2016 Housing Plan Accomplishments To Date

- Protect 17,000 households. >> **Ongoing**
- Produce 17,000 total units for Oakland residents, including 4,760 affordable units. >> **Ongoing**
- Successfully placing and passing ballot box updates to the City's Just Cause for Eviction ordinance (Measures JJ and Y). >> **Completed**
- Successfully placing and passing on the ballot an infrastructure bond measure that included \$100 million for affordable housing (Measure KK). >> **Completed**
- Updating the Tenant Protection Ordinance. >> **Completed**
- Passing an ordinance to provide preference for existing and displaced Oakland residents and workers in the City's affordable housing programs. >> **Completed**
- Adopting new regulations to protect existing Single Room Occupancy (SRO) hotels. >> **Completed**
- Establishing a new program to improve the seismic safety in vulnerable "soft-story" buildings. >> **Completed**
- Increasing spending on anti-displacement services. >> **Ongoing**
- Passing a new affordable housing impact fee. >> **Completed**
- Easing regulations to encourage more Accessory Dwelling Units (ADUs). >> **Completed**
- Updating the City's off-street parking requirements to facilitate new development.<sup>ix</sup> >> **Completed**

# Data-driven Approach

## Approach

In the beginning of 2020, HCD leadership launched an extensive stakeholder listening effort. Leading with our values of diversity and innovation, staff sought to “turn outward” and engage stakeholders. HCD staff convened small group meetings (in person and then virtual), interviews, and one-on-ones with the diverse stakeholders. Additionally, seeking to bring a data-driven and innovative approach to housing challenges, HCD partnered with Stanford University’s Changing Cities Research Lab, the Federal Reserve Bank of San Francisco, and University of Pennsylvania’s Department of Regional and City Planning to provide data and analysis about Oakland and its residents.

### HCD Action Plan Stakeholders Consultation 2020-2021

#### Bay Area 4 All (BA4A) Preservation Table (City of Oakland)

- Alliance of Californians for Community Empowerment (ACCE)
- Asian Pacific Environmental Network (APEN)
- Causa Justa :: Just Cause (CJJC)
- East Bay Asian Youth Center (EBAYC)
- East Bay Housing Organizations (EBHO)
- Oakland Community Land Trust (OakCLT)
- Public Advocates
- Urban Habitat
- Great Communities Collaborative (GCC)
- OPAC (see above)

#### The California Housing Partnership

#### Community Housing Development Corporation (CHDC)

#### East Bay Community Law Center (EBCLC)

#### East Bay Housing Organization (EBHO)

#### Enterprise Community Partners

#### Housing Accelerator Fund (HAF)

#### Just Cities

#### Local Initiatives Support Corporation

#### The Non-Profit Housing Association of Northern California (NPH)

#### Oakland Property Acquisition Collaborative (OPAC)

- Enterprise Community Partners (support)
- Oakland Community Land Trust
- Richmond Neighborhood Services
- East Bay Asian Local Development Corporation
- Housing Consortium of the East Bay

#### San Francisco Foundation

#### Stanford University – Changing Cities Research Lab (CCRL)

#### University of California, Berkeley – Turner Center

#### University of Pennsylvania – The Housing Initiative at Penn

#### City of Oakland Departments

#### City Council

#### Economic and Workforce Development

#### Homeless Services

#### Housing and Community Development

#### Oakland Housing Authority

#### Office of the City Administrator

#### Office of the Mayor

#### Planning and Building Development

#### Race and Equity

# Data-driven Approach

## Needs Analysis

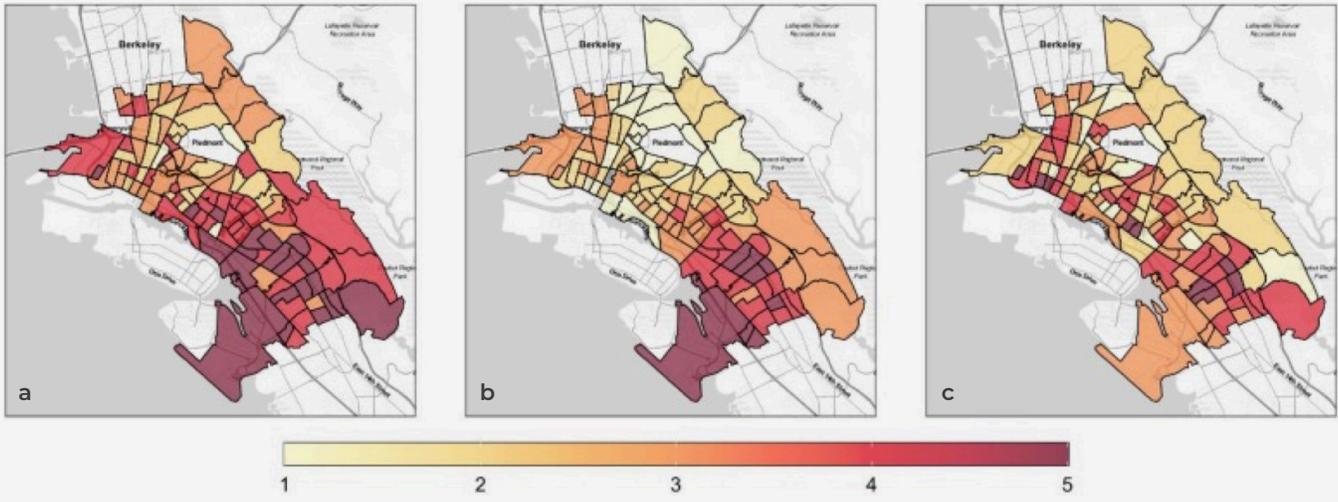
### *Displacement and Neighborhood Change*

Oakland has experienced numerous shifts in its residential patterns in the years since the Great Recession of 2008. Over 2020, HCD partnered with the Changing Cities Research Lab at Stanford University and the Federal Reserve Bank of San Francisco to understand the shifts in neighborhoods, impact of displacement, and overall picture of who and how city residents, especially Black and Brown community members, are faring.<sup>x</sup> Their research uses credit score data as a proxy for financial stability, reflecting a distinct dimension of socio-economic status (SES) that is particularly relevant to the housing market where landlords often use credit scores to screen tenants and lenders use credit scores to make lending decisions. A few key findings:

- Over the last 20 years, the Black population declined by over one-third and the share of high-SES residents increased dramatically. Nearly all of Oakland's previously lower-income neighborhoods showed some signs of gentrification.
- Oakland's lower-SES residents have consistently moved at significantly higher rates than high-SES residents, and these moves have been concentrated in Downtown Oakland and parts of North and West Oakland.
- Although residents have been moving less since the Recession, East Oaklanders experienced greater financial insecurity in the post-recovery period as evidenced by an increase in households with new delinquencies on mortgages and other credit accounts.
- Lower-SES residents who move from historically Black neighborhoods tend to move to neighborhoods with lower housing values and health scores, suggesting movement under constrained circumstances, whereas higher-income residents and lower-income residents in other neighborhoods tend to move 'upward' to higher opportunity neighborhoods. Over time, less lower-SES movers stayed within Oakland or moved into Oakland as affordable options declined.
- Moderate-SES residents may be most vulnerable to displacement, as they moved at increasingly higher rates and increasingly experienced financial insecurity over time.
- The effects of the COVID-19 pandemic on residential instability in 2020 are already distinct from the Great Recession. Although indicators predicted that deep East Oakland would experience the most financial instability, financial insecurity and moves to crowded households in 2020 were much more scattered across Oakland than in areas deeply affected by the Recession.

## Data-driven Approach

Maps of (a) the Moving Downward Index during the Recession; (b) the Predicted Moving Downward Index; and (c) the Moving Downward Index from June 2019 to June 2020.



Source: Federal Reserve Bank of New York Consumer Credit Panel/Equifax Data, 2009 ACS, 2018 ACS, HMDA loan data, and USPS HUD Vacancy Data. SES Ranges by Equifax Risk Scores: Low = missing or <580, Moderate = 580-649, Middle = 650-749, High = 750+. Housing Period Ranges: Boom 2002-2006, Bust = 2007-2009, Recovery = 2010-2014, Post-Recovery = 2015-2017.

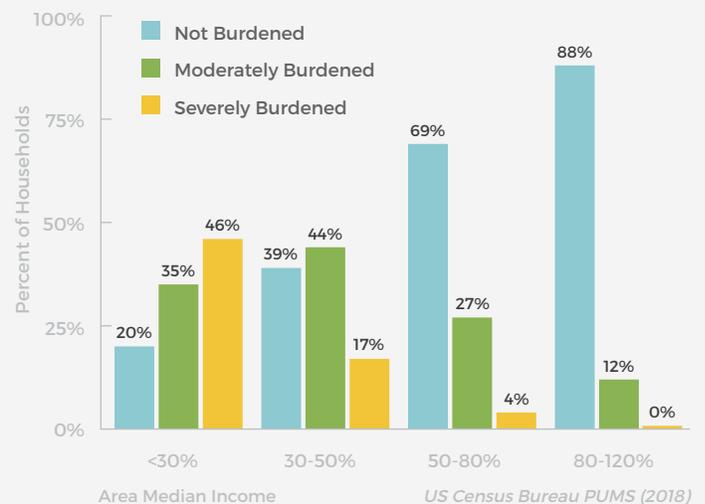
### Rent Burden and Renter Vulnerability

In the summer of 2020, HCD partnered with the University of Pennsylvania (UPENN) Department of City and Regional Planning. UPENN brought together cities developing strategies to address housing impacts of COVID-19. The University provided research and analytic support to understand the impact of the pandemic on Oakland renters.<sup>xi</sup> The City also administered a Renter and Landlord COVID-19 Impact Survey (“Pulse Survey”) to take the pulse of tenants and property owners as they managed through the pandemic from late March to September 2020, with analysis of the results provided by UPENN.<sup>xii</sup>

Oakland’s lowest income households are experiencing the highest rent burden. Over 80% of extremely low-income (ELI) households pay more than 30% of their income towards rent, with 46% paying over 50% of their income towards rent.

When disaggregated by race, rent burden varies significantly. Black households have the lowest median household income, and approximately 60% of Black renter households are rent burdened with about one-third severely rent burdened – the highest rate of any racial/ethnic group in Oakland.

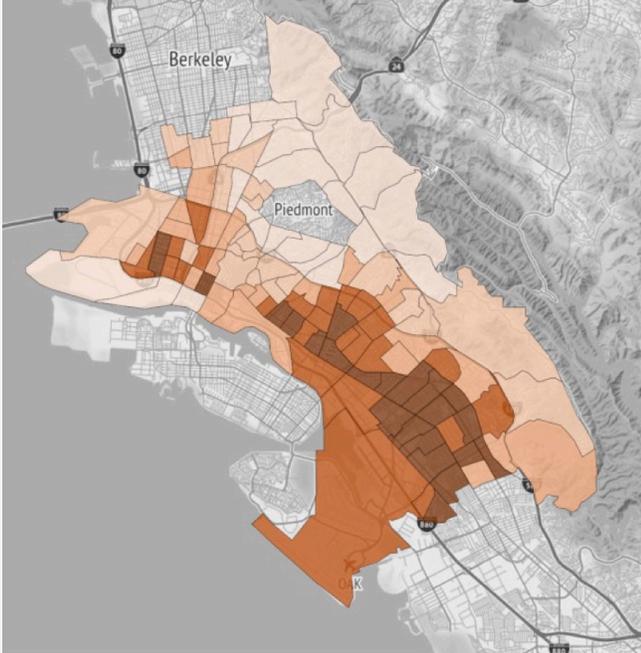
Percent of Renter Occupied Households Rent Burdened by Area Median Income



## Data-driven Approach

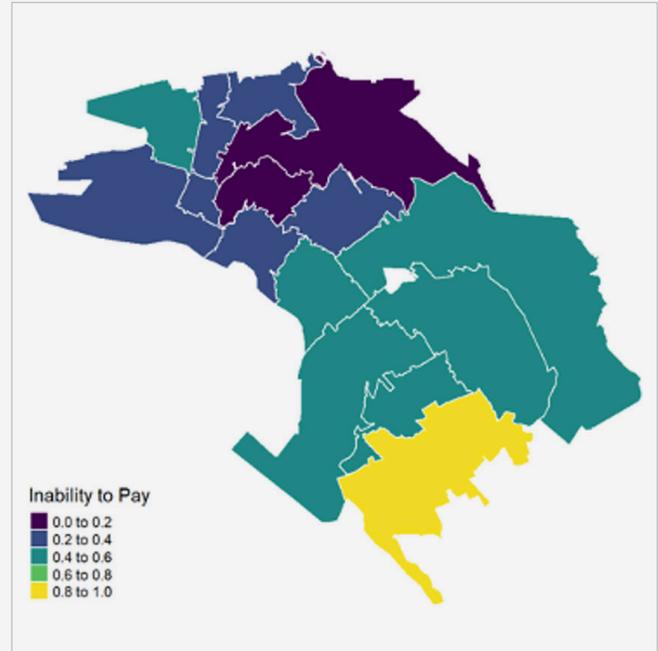
UPENN created a renter vulnerability index based on several indicators, including rent burden and share of non-White renters, to identify the neighborhoods most vulnerable to housing insecurity as a result of COVID-19. As shown below to the left, East Oakland and parts of West Oakland have been identified as the most vulnerable to housing insecurity.

Renter Vulnerability Index



5-Year American Census Survey (2018)

City of Oakland Renter & Landlord Pulse Survey:  
Renter Inability to Pay by Zip Code, Jul-Sep 2020



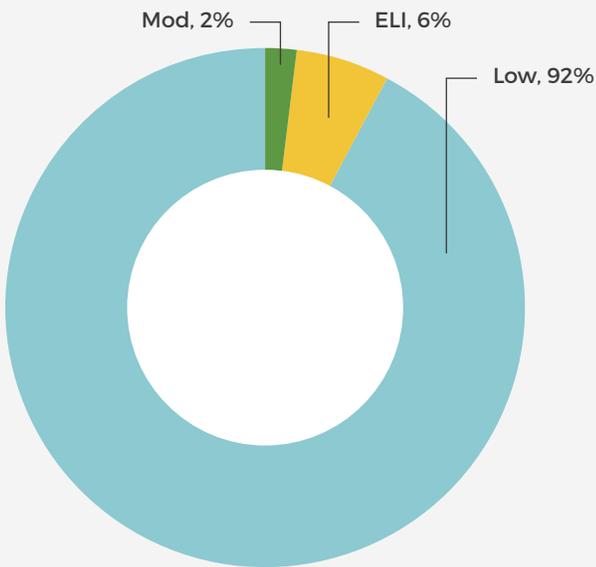
When compared with responses to the City's Pulse Survey, there is overlap in UPENN's renter vulnerability index and Pulse Survey renter respondents who report inability to pay rent. Responses to the Pulse Survey also suggest that the pandemic may have affected non-White tenants more severely. The survey found that approximately one-third of tenant respondents reported an inability to pay rent due to the pandemic, with the majority of non-White respondent groups reporting an inability to pay rent.

# Data-driven Approach

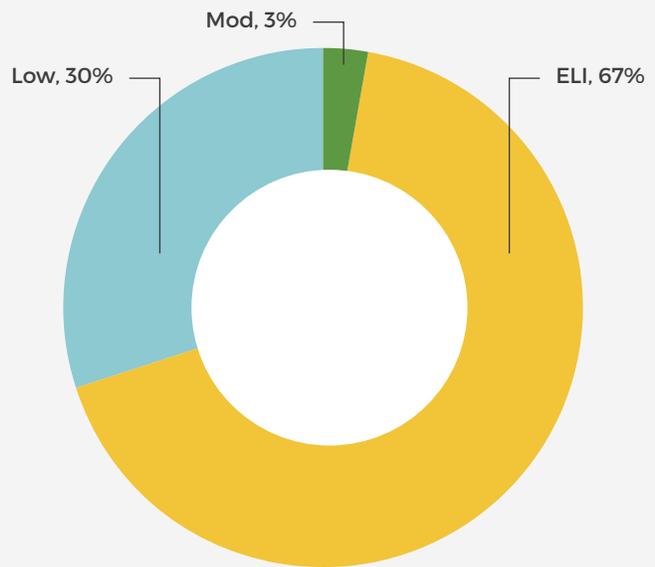
## Who We Serve and Housing Production Goals

Below are snapshots of the households served by the Community Development Block Grant (CDBG) and Home Investment Partnerships Act (HOME) programs, based on data from the City’s Consolidated Annual Performance and Evaluation Report (CAPER) for Program Year 2019/20. These programs are a subset of the Department’s overall activity, but they provide a meaningful sample of household composition for these important federal programs. A majority of households served by the CDBG and HOME programs are low- and extremely low-income. For racial composition of households served, over 53% of families assisted by the programs identify as Black; and for ethnic composition, a vast majority of families identify as not Hispanic.

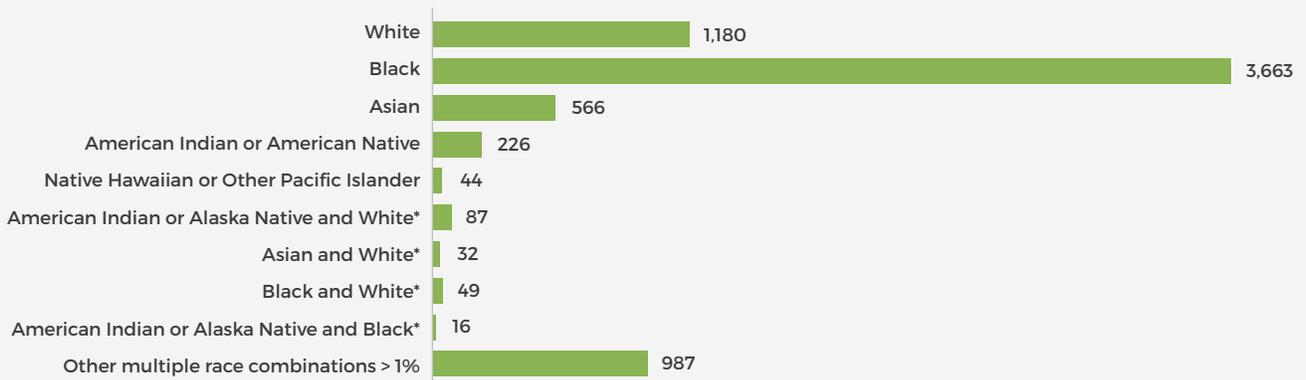
**Housing: CDBG & Home Households Served by Income FY19-20**



**Non Housing: CDBG Households Served by Income FY19-20**



## Racial Composition of Families Assisted by CDBG + HOME FY19-20



# Data-driven Approach

## Ethnic Composition of Families Assisted by CDBG + HOME FY19-20



Although still in draft form and not yet adopted, Association of Bay Area Government’s (ABAG) 2023-2030 Regional Housing Needs Allocation<sup>xiii</sup> doubles the affordable housing production goals for Oakland from the prior Regional Housing Need Allocation (RHNA), and more than triples the goal for units affordable to households earning up to 50% of area median income. This increased allocation, if adopted, would align with our understanding of rent burden and vulnerability to displacement discussed above.

## Oakland’s RHNA Production Allocation



*\*Draft 2023-2031 RHNA methodology and allocations are scheduled to be finalized and adopted in December 2021.*

## Data-driven Approach

### Data and Community Driven Approach

The analyses above clearly point to the City's need for deeper affordability, more affordable housing production, and targeted interventions. Ongoing data analysis will continue to guide the City of Oakland's strategies to protect and house its residents. The City's guiding framework will focus on the following activities, centered on racial equity.



### Community Development and Engagement

The Strategic Action Plan approach also entails expanding the practice of community engagement. Toward this end, HCD is harnessing the strength of the Housing Resource Center (HRC) team and the Community Development Block Grant (CDBG) team to create a single Community Development and Engagement unit within the Department. This combined effort will use and build upon our existing networks and tools to ensure that the public has information on affordable housing and community development, that HCD is showing-up in the community in a responsive and holistic manner, and that HCD continues to strive toward the goal of no underserved corners in our city. The City has seven Community Development District Boards with the same geographic boundaries as the City's Council Districts. The Community Development and Engagement unit will work with the Community Development District Boards to become more actively engaged in an ongoing manner and will utilize the HRC skill set in identifying resources and disseminating information. In the immediate term, this group is focused on ensuring that the new Keep Oakland Housed Emergency Rental Assistance Program is accessible to all. Finally, this group will closely coordinate with the Rent Adjustment Program and its robust community outreach and education programming to create synergy and impact.

## Strategies for Action

Using the framework of Preservation, Protection, and Production to focus on the highest priorities of addressing homelessness, housing for extremely low income (ELI) households, deep racial inequities, displacement, and impacts from the COVID-19 pandemic, HCD will employ the following strategies to address these needs (see Table 2).

Listed with each strategy is a preliminary assessment of how impactful or cost efficient each strategy could be, as a first assessment within a risk-reward matrix framework (example below).



The description of each strategy below includes the needs it meets and a brief assessment of its impact on housing affordability and housing security. The impact is categorized as low, medium, or high based on varying criteria, as described below:

- For Protection, impact is defined as how closely it aligns with HCD’s mission, creates housing stability and security for low-income tenants and protects homeowners at risk of losing their homes, prevents homelessness, and ensures community awareness of and compliance with tenant protection laws.
- For Production and Preservation, impact is defined as how closely it aligns with HCD’s mission of creating new affordable units, deepening affordability, and utilizing the City’s subsidy to leverage other sources of capital. To this end, determination of impact level is based on the number of restricted affordable units created, number of extremely low-income units created, and efficiency of subsidy spent per unit.

## Strategies for Action

### Protection Strategies

Protection strategies are designed to prevent displacement and to ensure that low-income renters and homeowners have the information, tools, and support needed to remain in their homes in accordance with local and state laws. These tools also include legal services and financial assistance. The objective of a proactive protection approach is two-fold: to blunt economic and market factors that create housing instability and to strengthen low-income residents' standing as renters and homeowners so as to remain housed in Oakland, if they choose.

A cornerstone of protection strategies is the Rent Adjustment Program, which is about housing stability at its core. Excessive rent increases can have a devastating effect not only on the individual but also on the entire community. They force thousands of Oakland residents to choose between spending over half their income on rent, foregoing other necessities, or moving far away from jobs and community ties. For many, none of these choices are viable, hence homelessness becomes the only option. The COVID-19 crisis has not only exacerbated this problem but has also made it even clearer that there is a need for a strong protective framework. By implementing and enforcing the recently passed Tenant Protection, Just Cause, and Eviction Moratorium Ordinances, the Rent Adjustment Program is a key component of anti-displacement policy.

Anti-displacement and protection efforts must also directly address racial inequities in the housing market. According to the U.S. Census in 2000, Oakland's Black population was 36%, and in 2020 it fell to 23%. The data suggests that rising rents and the disproportionate impact of the foreclosure crisis on black homeowners following the 2008 Recession has contributed to this precipitous demographic shift. While homelessness is the most visible outcome of this displacement, many of Oakland's families had to relocate to more affordable locales within the region or had to leave the region and their communities altogether. Providing a space for these residents to return or stay in Oakland must be a core component of any anti-displacement strategy. In 2016, the Oakland City Council revised its Oakland resident/worker preferences and requirements in City affordable housing programs.<sup>xv</sup> This is an important policy objective to ensure Oakland residents can benefit from new affordable housing. As displacement of longtime residents remains an ongoing concern, some municipalities have sought to revise and better target these preferences.<sup>xvi</sup>

# Strategies for Action

Table 2

Protection Strategies	Needs Being Met	Impact
<p>Align, consolidate, and invest in citywide anti-displacement and homelessness prevention activities.</p> <ul style="list-style-type: none"> <li>• Monitor trends in out- and in-migration across neighborhoods in Oakland.</li> </ul>	<ul style="list-style-type: none"> <li>• Anti-Displacement</li> <li>• COVID Response</li> <li>• ELI Households</li> <li>• Racial Equity</li> </ul>	High
<p>Conduct robust community engagement to ensure residents and property owners are aware of their rights and obligations under Oakland’s tenant/property owner laws.</p> <ul style="list-style-type: none"> <li>• Launch Oakland bi-annual Resident Mini Pulse Survey on the state of housing security.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Anti-Displacement</li> </ul>	High
<p>Actively enforce Oakland’s rent laws and regulations using tools such as public education, mediation and dispute resolution, hearings, and responding to violations.</p> <ul style="list-style-type: none"> <li>• Evaluate implementation of a rent registry.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Anti-Displacement</li> </ul>	High
<p>Evaluate and strengthen Oakland’s neighborhood preference policy to mitigate and address displacement impacts on Oaklanders, especially its African American residents.</p> <ul style="list-style-type: none"> <li>• Complete analysis required by Alameda County.</li> <li>• Strengthen tracking and monitoring of these requirements.</li> <li>• Ensure City policies are fully advancing Affirmatively Furthering Fair Housing (AFFH) principles and requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Anti-Displacement</li> </ul>	Medium

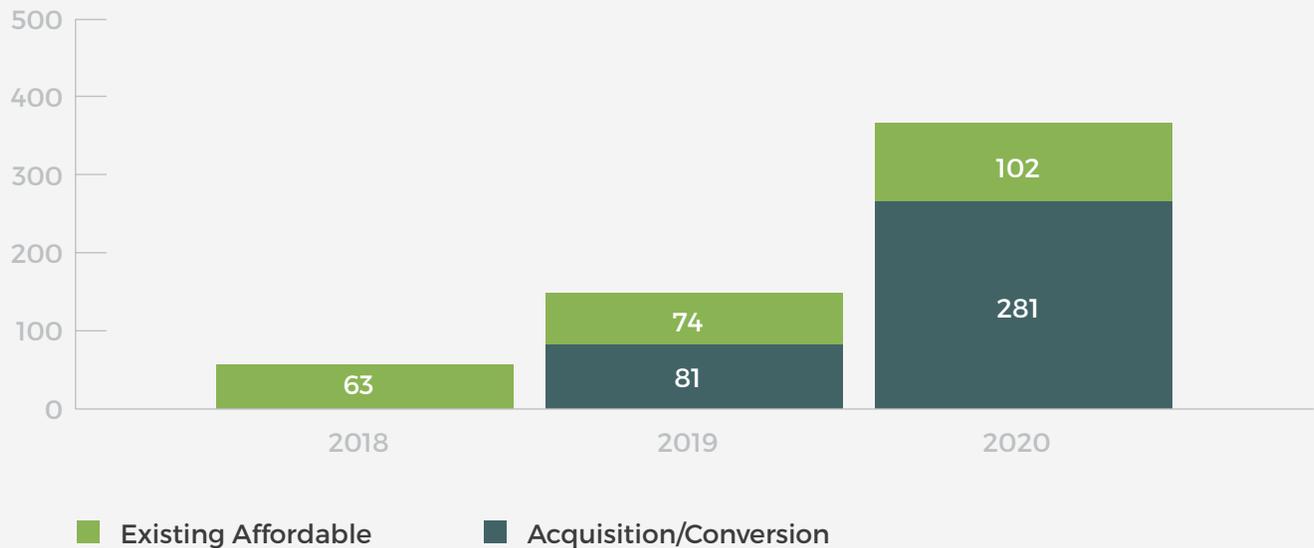
# Strategies for Action

## Preservation Strategies

Housing preservation entails placing regulatory restrictions on existing buildings to ensure long-term affordability for residents (see Table 3). Such actions typically, but not always, include capital repairs. These strategies are designed to retain an affordable housing infrastructure for both renters and homeowners. Such preservation strategies also include resident ownership that positions traditionally vulnerable households to have an ownership stake in their homes. Preservation strategies can also serve to preserve neighborhoods and ensure that long standing residents and community institutions are not displaced. Furthermore, there is need for housing for moderate income families that earn between 80% to 120% area median income (AMI) – our teachers, city workers, and first responders. During what is a “down” cycle of the market, the City should actively explore and support the preservation and acquisition of affordable housing assets that require little direct public financial contribution.

Since 2018, the City has acquired and converted and/or preserved 600 units.

### Affordable Units Preserved by Calendar Year



# Strategies for Action

Table 3

Preservation Strategies	Needs Being Met	Impact
Develop a public-private preservation financial product that can both increase acquisitions of properties that will house extremely low-income households and people who are homeless, as well as accelerate the pace of the acquisitions.	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• ELI - Mod Households</li> <li>• Anti-Displacement</li> </ul>	High
Release remaining KK bond funds for resident-led and community land trust supported preservation projects.	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• ELI Households</li> <li>• Anti-Displacement</li> </ul>	High
Target and preserve owner-occupied housing in areas experiencing high levels of gentrification.	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Anti-Displacement</li> <li>• ELI-Mod Households</li> </ul>	High
<p>Identify place-keeping preservation strategies and partners in areas most significantly impacted by COVID and reflecting high levels of housing vulnerability.</p> <ul style="list-style-type: none"> <li>• Explore potential for a cross-cutting, collective impact model for addressing a variety of distress factors in deep East Oakland.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• ELI Households</li> <li>• Anti-Displacement</li> </ul>	Medium
Evaluate and support acquisition vehicle for single-family homes and/or investor-owned properties.	<ul style="list-style-type: none"> <li>• Anti-Displacement</li> <li>• Homelessness</li> </ul>	Medium
Design and implement a program to acquire tax-defaulted properties from Alameda County to convert to or build affordable housing.	<ul style="list-style-type: none"> <li>• Anti-Displacement</li> </ul>	Medium
Evaluate resident-led model for ownership solutions, including community land trust and cooperative models.	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Anti-Displacement</li> <li>• ELI-Mod Households</li> </ul>	Medium
Ensure preserved units have access to high speed, broadband access.	<ul style="list-style-type: none"> <li>• Racial Equity</li> </ul>	Low
Evaluate Joint Powers Authority model and others that purport to create housing opportunities for moderate and middle income households.	<ul style="list-style-type: none"> <li>• Anti-Displacement</li> </ul>	Low
Work with City Agencies to develop a citywide affordable housing asset management strategy and staffing plan.	<ul style="list-style-type: none"> <li>• Anti-Displacement</li> </ul>	Low

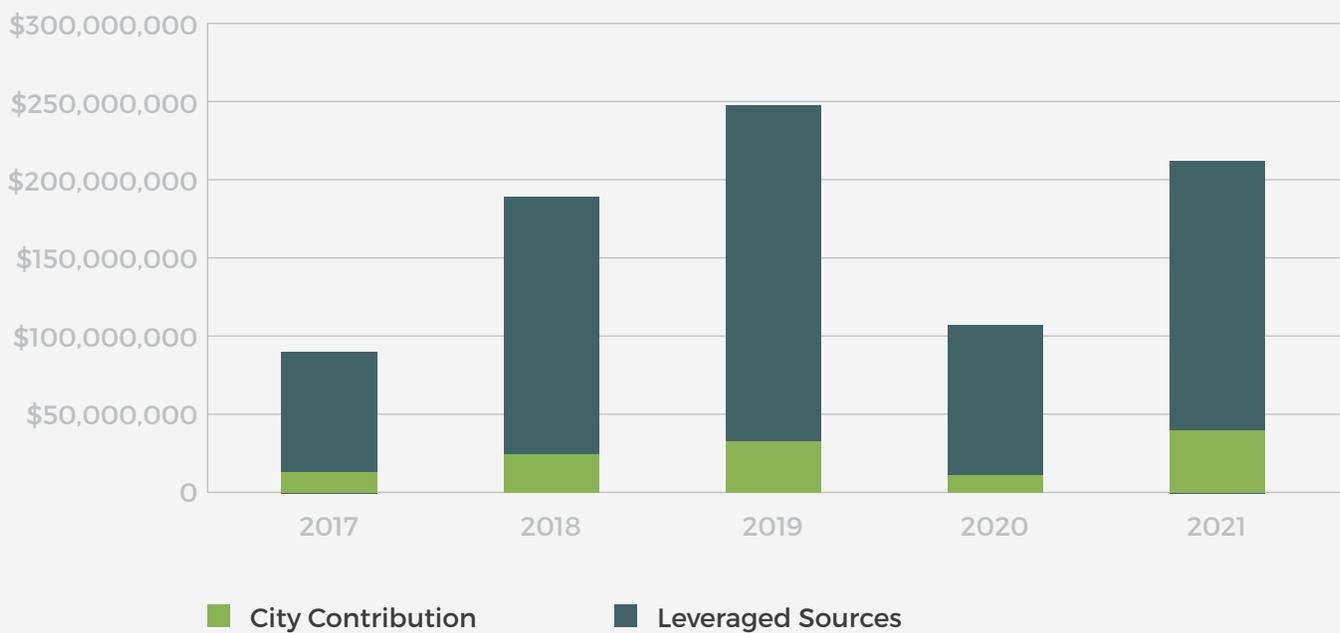
## Strategies for Action

### Production Strategies

Since 2017, the City has invested nearly \$110 million in City funding into affordable housing production, leveraging more than \$730 million of additional investment. This means for every \$1 of City funding, the City has leveraged nearly \$7 of other sources – this is largely due to availability of AI funding from Alameda County. However, this ratio should go down to about \$1 for every \$4 of other sources moving forward, as County AI funding has been fully allocated.

Production strategies provide new affordable housing opportunities through new construction of housing, provision of financing for first-time homebuyers to acquire an affordable home, and the provision of rental and operating subsidies that create affordability for low-income residents over the long term (see Table 4). These actionable production strategies are critical in addressing homelessness, displacement, and rent burdens for low-income households, especially in historically disinvested neighborhoods.

### City Contribution and Leverage (FY)



**Table 4**

<b>Production Strategies</b>	<b>Needs Being Met</b>	<b>Impact</b>
Identify new capital sources to produce new affordable housing units.	<ul style="list-style-type: none"> <li>• ELI Households</li> <li>• Homelessness</li> <li>• Racial Equity</li> </ul>	High
Evaluate creation of debt and equity funds for small sites.	<ul style="list-style-type: none"> <li>• ELI Households</li> <li>• Homelessness</li> <li>• Racial Equity</li> <li>• Anti-Displacement</li> </ul>	High
Assess impact of on-site versus off-site inclusionary affordable unit creation.	<ul style="list-style-type: none"> <li>• ELI Households</li> <li>• Homelessness</li> <li>• Racial Equity</li> </ul>	High
Pursue strategic acquisition of hotel/motel/dorm facilities to house unsheltered residents.	<ul style="list-style-type: none"> <li>• Homelessness</li> <li>• COVID Response</li> <li>• Racial Equity</li> </ul>	High
Develop a project-based rental or operating subsidy program for extremely low-income residents. <ul style="list-style-type: none"> <li>• Dedicate Permanent Local Housing Allocation to support creation of homeless units.</li> <li>• Align and target Oakland Housing Authority Section 8 Vouchers for permanent supportive housing and Extremely Low-Income units.</li> </ul>	<ul style="list-style-type: none"> <li>• ELI Households</li> <li>• Homelessness</li> </ul>	High
Dispose of publicly-owned sites for immediate and innovative housing, including modular/manufactured solutions.	<ul style="list-style-type: none"> <li>• ELI-Mod Households</li> <li>• Homelessness</li> </ul>	High
Support the Planning and Building Department’s review and assessment of City’s affordable housing impact fees to evaluate fees’ impact. <ul style="list-style-type: none"> <li>• Explore alternative approaches to creating and/or funding new affordable housing such as inclusionary zoning and infrastructure finance districts.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> </ul>	High
Pursue strategies to create and ensure long-term affordable housing units at a variety of income levels, including 80%-120% of AMI. <ul style="list-style-type: none"> <li>• Access CalHFA bond recycling facility for mixed-income projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Low Mod Households</li> <li>• Middle Income Households</li> </ul>	Medium

**Table 4 (continued)**

<b>Production Strategies</b>	<b>Needs Being Met</b>	<b>Impact</b>
Identify and align private capital sources for predevelopment lending to support affordable housing projects (target BIPOC and small nonprofit developers).	<ul style="list-style-type: none"> <li>• Homelessness</li> <li>• COVID Response</li> <li>• Racial Equity</li> <li>• ELI-Mod Households</li> </ul>	Medium
Develop policy and programs to support adding regulatory agreements to affordable housing projects without city investments that will provide affordable rents.	<ul style="list-style-type: none"> <li>• Low-Mod Households</li> </ul>	Medium
Evaluate potential vacant commercial buildings for conversion to affordable rental housing.	<ul style="list-style-type: none"> <li>• ELI-Mod Households</li> </ul>	Medium
Evaluate and increase capacity of existing first-time homebuyer, ownership/asset and wealth building initiatives.	<ul style="list-style-type: none"> <li>• Racial equity</li> <li>• Low to Mod Households</li> </ul>	Medium
Design and launch accessory dwelling unit program in Oakland.	<ul style="list-style-type: none"> <li>• Racial Equity</li> <li>• Mod Households</li> </ul>	Low
Explore how the City can develop citywide funded emerging developer pilot to support new and existing Black-led affordable housing organizations.	<ul style="list-style-type: none"> <li>• Racial Equity</li> </ul>	Low
Evaluate strategies to increase accessible units and adoption of universal design in new construction projects.	<ul style="list-style-type: none"> <li>• ELI-Mod Households</li> <li>• Homelessness</li> </ul>	Low

# Implementation Plan

## Funding the Plan

Currently, the City of Oakland has limited sources to fund its affordable housing needs. Those sources include funds: Housing Trust Fund (Affordable Housing Impact Fees, Jobs-Housing Impact Fees and Boomerang), HOME, Low and Moderate Income Housing Asset Fund (LMIHAF), and loan repayments. HCD also may receive one-time funds, for example through Measure KK or recent federal HOME stimulus funds. Those sources are included in the projections below because they have been committed to the City.

The fiscal year allocations below consist of actual allocations, and reflect the City's Fiscal Year 2021-2023 Biennial Budget adopted by City Council on June 24, 2021. FY 2024 projections are an average of all prior year recurring allocations by fund. In addition, over \$9.6 million in HOME funds through the American Rescue Plan (HOME-ARP) is included as a one-time allocations in FY 2022. Lastly, Excess Redevelopment Bond funds, while not included in the City's 2021-2023 Biennial Budget, are included as a one-time allocation in FY 2022 based on Economic & Workforce Development's Fiscal Year 2020-2021 Bond Spending Plan.

**Table 5. Allocated and Projected HCD Sources by Fiscal Year**

Source	Actual Allocations						Projected Allocations
	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
Affordable Housing Impact Fee	\$4,894,717	\$0	\$4,968,500	\$4,132,563	\$7,644,567	\$1,202,605	\$3,807,000
Jobs Housing Impact Fee	\$2,463,804	\$0	\$0	\$5,273,519	\$3,382,198	\$2,714,524	\$2,211,000
Boomerang	\$0	\$92,225	\$3,780,704	\$5,182,725	\$4,340,648	\$6,826,142	\$3,370,000
Low-Mod Income Housing Asset Fund	\$0	\$4,292,982	\$3,074,957	\$0	\$0	\$0	\$1,228,000
HOME	\$0	\$440,253	\$5,485,152	\$2,642,594	\$2,642,594	\$2,642,594	\$2,309,000
HOME-ARP	\$0	\$0	\$0	\$0	\$9,627,050	\$0	\$0
Excess Redevelopment Bond	\$9,000,000	\$0	\$0	\$4,350,000	\$3,900,000	\$0	\$0
Measure KK	\$55,000,000	\$45,000,000	\$0	\$0	\$0	\$0	\$0
CalHome	\$0	\$0	\$78,220	\$3,000,000	\$0	\$0	\$0
Local Housing Trust Fund	\$0	\$0	\$0	\$0	\$5,000,000	\$0	\$0
<b>Total Sources</b>	<b>\$71,358,521</b>	<b>\$49,825,460</b>	<b>\$17,387,533</b>	<b>\$24,581,401</b>	<b>\$36,537,057</b>	<b>\$12,818,865</b>	<b>\$12,925,000</b>

*Notes: FY 2022 and FY 2023 from City's FY21-23 Biennial Budget adopted 6/24/21, except for Excess Redevelopment Bond funds, which is based on the EWD FY 2020-21 Bond Spending Plan. All FY 2024 projected allocations are based on average of prior years.*

## Implementation Plan

As shown above, the largest allocations in recent years have come from significant one-time allocations, such as Excess Redevelopment Bond and Measure KK funds. As of 2020, HCD has awarded nearly all of the \$100 million of Measure KK housing funds, resulting in a significant drop in available sources starting in 2021. In the meantime, HCD will receive additional federal sources and state sources, including HOME-ARP funds and a \$5 million competitive award from the State Local Housing Trust Fund program to be available in FY 2022. However, starting in FY 2023, projected allocations will drop to nearly \$13 million per year.

This plan proposes the following investment framework for deploying City resources towards creating and preserving affordable housing.

### **Strategic Action Plan Funding Priorities:**

In order to provide more immediate housing solutions and stability for existing tenants and unsheltered residents, the City will shift its two-year focus to invest 50% of its available resources in preservation and acquisition/conversion opportunities and 50% into new construction, as funding allows.

New construction and preservation projects compete for funding, often starting with the City of Oakland's notice of funding availability (NOFA) process. While the City's subsidy provides early funding commitments that new construction and some preservation projects use to demonstrate local leverage and support so as to score more competitively with other funding sources, these projects often take years to complete.

As such, implementation of this prioritization over the next two years will target projects that result in immediate housing solutions, especially for Oakland's unhoused residents.

## Implementation Plan

The assumptions in Table 6 below drive how funds might be split across project types in the unit production analysis. In this approach, up to 50% of available funds will be set-aside for new construction projects, with the remainder split between Acquisition-Conversion and Preservation of existing affordable housing. However, a new construction NOFA would only be issued if there is at least \$6 million (with ideally at least \$10 million) to fund at least one new construction project; if not, those funds would instead be invested toward the other programs. A very small fraction of funds is proposed to potentially support regulatory agreements for Missing Middle projects, where the City may secure an affordability restriction of an unrestricted building through a very small loan and the benefit of a welfare tax exemption. This Missing Middle strategy is still in the early conceptual stage as staff study the feasibility of such a program to meet moderate income production goals. Below are the average subsidy per affordable unit assumptions that are based on recent City projects. Because Homeownership (First Time Homebuyer) does not result in new restricted units, and density bonus projects do not require City subsidy, those two programs have not been included in production assumptions below.

**Table 6. Affordable Unit Production Assumptions**

Program	Fund Split by Program	Avg Subsidy per Affordable Unit
New Construction Units (a)	50%	\$150,000
Acquisition-Conversion Units	35%	\$150,000
Preservation Units	14%	\$125,000
Missing Middle Units	1%	\$3,000
<b>Total Units</b>	<b>100%</b>	<b>\$145,030</b>

*(a) Only applies if new construction split exceeds \$6 million.*

The Housing Cabinet set an ambitious target of 17,000 units to be produced in the City from 2016 through 2023, with 4,760 of those units to be affordable. When compared to RHNA production goals for 2015 to 2023, the 17k/17k plan exceeds the RHNA production goals of units for households earning no more than 80% AMI.

To meet the 17k/17k affordable unit production target, the City needs to produce an average of 595 units per year. However, in order to make up the deficit from past years' production, this annual target must increase to 927 units per year to reach 4,760 total affordable units by 2023.

## Implementation Plan

As shown in Table 7 below, the City has recently approached and surpassed the 17k/17k annual production target of 595 units in 2019 and 2020. However, using the assumptions above, the City is projecting lower production in future years based on the waning funding discussed earlier. Under current funding projections, HCD would only reach approximately 57% of our production targets, averaging annual production of 243 units in 2021 to 2023.

**Table 7. Affordable Unit Production by Calendar Year**

Project Type	Actual Production (a)					Projected Production			Total
	2016	2017	2018	2019	2020	2021	2022	2023	
New Construction Units	39	324	337	436	242	82	118	40	1,618
Acquisition-Conversion Units	0	0	63	74	83	57	83	28	388
Preservation Units	0	0	0	81	281	28	40	14	443
Missing Middle Units	0	0	0	0	19	82	118	40	259
<b>Total Units</b>	<b>39</b>	<b>324</b>	<b>400</b>	<b>591</b>	<b>625</b>	<b>249</b>	<b>359</b>	<b>122</b>	<b>2,709</b>
<b>RHNA Production Target (b)</b>	<b>517</b>	<b>517</b>	<b>517</b>	<b>517</b>	<b>517</b>	<b>517</b>	<b>517</b>	<b>1,283</b>	<b>4,900</b>
<b>17k/17k Production Target</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>595</b>	<b>4,760</b>
<b>Adjusted 17k/17k Target</b>	<b>39</b>	<b>324</b>	<b>400</b>	<b>591</b>	<b>625</b>	<b>927</b>	<b>927</b>	<b>927</b>	<b>4,760</b>
Unit Production Surplus/-Deficit	-556	-271	-195	-4	30	-678	-568	-805	-2,051

(a) Production counts include affordable units from Density Bonus projects that do not have City subsidy.

(b) Draft 2023-2031 RHNA methodology and allocations are scheduled to be finalized and adopted in December 2021.

(c) RHNA Production Targets for only Very Low Income (<50% AMI) and Low Income (51-80% AMI) units.

(d) Projected production for calendar year based on fiscal year (e.g. FY 2021 used for CY 2021 production).

# Implementation Plan

To increase production to meet the target of 4,760 affordable units by 2023, the City needs to identify over \$307 million in additional subsidy beyond existing projections to meet the annual targets.<sup>xvii</sup> Although not included in the projections below, funding for increased staffing capacity to meet these production goals would also be required.

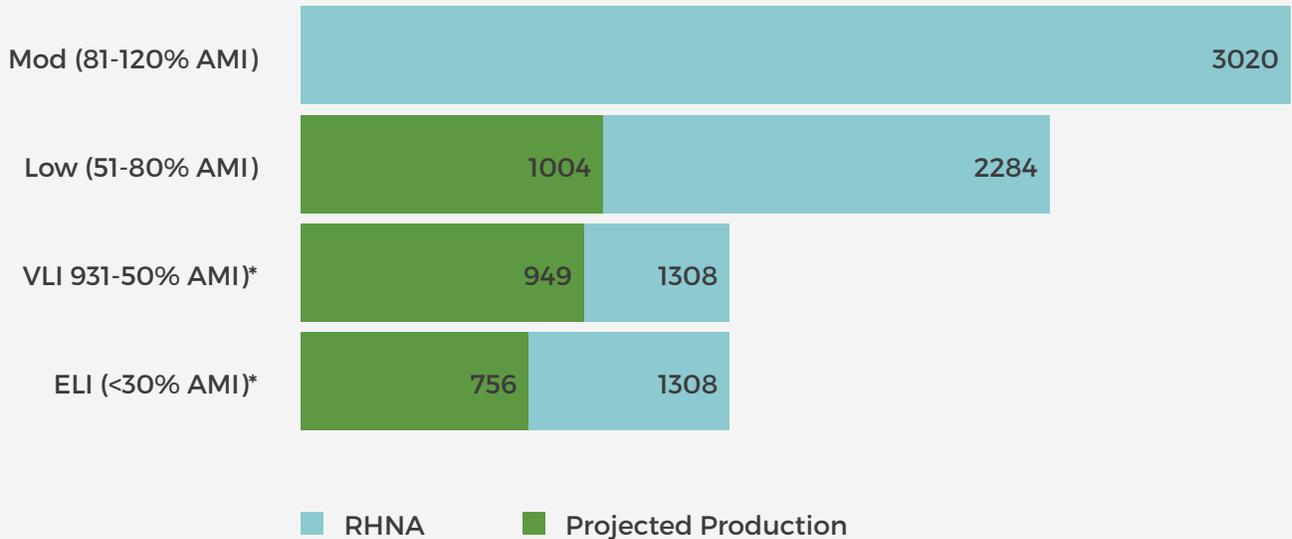
## Additional Subsidy Needed to Meet Adjusted 17k/17k Target

	FY 2021	FY 2022	FY 2023	Total
Project Sources Available	24,581,401	36,537,057	12,818,865	73,937,323
<b>Additional Subsidy Needed</b>	<b>98,365,000</b>	<b>84,851,000</b>	<b>123,816,000</b>	<b>307,032,000</b>

(a) Only applies if new construction split exceeds \$6 million.

When we apply historical affordability levels onto the projected production rates, we also fall short of our RHNA goals across all categories of affordability. In order to both achieve our 17k/17k goals and meet the higher RHNA targets, the City must identify and secure new sources of capital and operating subsidy beyond the \$307 million noted above to produce the units needed to create housing security for all Oakland residents.

## Projected Production vs. RHNA Targets, CY16-23



## Implementation Plan

### Next Steps: Building on the Framework

To begin addressing this staggering subsidy gap, the City will pursue all new sources and programs available to stretch its investments further, including strategies discussed in the previous section. The City is engaged in multiple conversations at the regional and county level about how Oakland can participate in pursuing voter-approved bond measures for affordable housing. The City has also engaged in state advocacy for more funding and alignment of state funding awards, especially the allocation of tax-exempt bonds and tax credits. In addition, the City will continue leveraging any State and Federal housing funding made available through emergency relief, COVID-19 relief, or stimulus funding vehicles, with close collaboration across City agencies. For example, in late 2020, the City secured over \$22 million in Homekey funding for the rapid acquisition and operation of homeless housing to mitigate COVID-19 risks, resulting in 162 units of homeless housing across the City. The State is building from the success of this program, and the City has built-up the staff infrastructure across multiple City agencies (Housing & Community Development, Human Services, Planning & Building, and Economic & Workforce Development) to take advantage of this funding when it is issued in Fall 2021.

Despite the wide gap between projected production and RHNA and 17k/17k targets, the City now has the opportunity to focus its efforts and dollars to meaningfully invest in the City's highest housing needs and its most vulnerable residents. Stanford and UPENN's innovative research suggest that ELI and moderate-income households face the greatest risk of displacement, with residents in East Oakland and parts of West Oakland likely to be particularly vulnerable. By building upon a data-driven, community-based pursuit of impactful strategies, the City is positioned to better serve Oakland's households and neighborhoods.

# Appendix

Measure KK, Series 2017 A-2 (Taxable) Project Status (Housing)<sup>xviii xix</sup>

Project Name	Total Funding	Funds Spent as of 1/12/2021	Funds Committed	Remaining Funds (Uncommitted)	Anticipated Completion Date (a)
1-4 Unit Housing Programs	\$1,500,000	\$1,050,000	\$450,000	\$0	February 2021
Acquisition of Transitional Housing Facility	\$14,000,000	\$11,475,842	\$2,524,158	\$0	December 2021
New Construction	\$6,319,900	\$2,367,424	\$3,952,476	\$0	Varies, between Jan. 2020 and April 2023
Housing Rehabilitation & Preservation	\$9,288,000	\$6,338,000	\$2,950,000	\$0	Varies, between March 2020 and April 2023
Site Acquisition Program	\$15,649,150	\$15,649,150	\$0	\$0	All funds drawn down
Acquisition & Conversion to Affordable Housing (ACAH)	\$5,342,375	\$3,418,312	\$1,924,064	\$0	February 2021
Accessory Dwelling Units (ADUs)	\$500,000	\$0	\$500,000	\$0	December 2021
Administration	2,400,575	\$2,056,038	\$344,537	\$0	June 2021
SUBTOTAL	\$55,000,000	\$42,354,765	\$12,645,235	\$0	

# Appendix

<sup>i</sup> <https://www.3pshousingplan.org/>

<sup>ii</sup> [https://mtc.ca.gov/sites/default/files/CASA\\_Compact.pdf](https://mtc.ca.gov/sites/default/files/CASA_Compact.pdf)

<sup>iii</sup> Indicators Report pg. 85

<sup>iv</sup> <https://www.policylink.org/sites/default/files/pl-report-oak-housing-070715.pdf>

<sup>v</sup> [https://everyonehome.org/wp-content/uploads/2019/07/2019\\_HIRDRReport\\_Alameda\\_FinalDraft\\_8.15.19.pdf](https://everyonehome.org/wp-content/uploads/2019/07/2019_HIRDRReport_Alameda_FinalDraft_8.15.19.pdf)

<sup>vi</sup> Press Release: Governor Newsom Declares State of Emergency to Help State Prepare for Broader Spread of COVID-19.; Mar 04, 2020

<sup>vii</sup> [https://www.bls.gov/eag/eag.ca\\_oakland\\_md.htm](https://www.bls.gov/eag/eag.ca_oakland_md.htm)

<sup>viii</sup> <https://www.epi.org/indicators/state-unemployment-race-ethnicity/>

<sup>ix</sup> <https://www.oaklandca.gov/news/2019/new-report-shows-city-of-oaklands-strong-progress-on-housing-goals>

<sup>x</sup> Hwang, Jackelyn, Vineet Gupta, and Bina P. Shrimali. 2021. "Neighborhood Change and Residential Instability in Oakland." Federal Reserve Bank of San Francisco Community Development Working Paper 2021-1. doi: 10.24148/cdwp2021-01.

<sup>xi</sup> The Housing Initiative at Penn, Housing Vulnerability in Oakland, August 2020. [https://www.housinginitiative.org/uploads/1/3/2/9/132946414/hip\\_oakland\\_market\\_study\\_9-29-20\\_small.pdf](https://www.housinginitiative.org/uploads/1/3/2/9/132946414/hip_oakland_market_study_9-29-20_small.pdf)

<sup>xii</sup> <https://cao-94612.s3.amazonaws.com/documents/HIP-Oakland-RAP-Survey-Analysis-v2-1.pdf>

<sup>xiii</sup> [https://abag.ca.gov/sites/default/files/documents/2021-02/ABAG\\_Draft\\_RHNA\\_Methodology\\_Report\\_2023-2031.pdf](https://abag.ca.gov/sites/default/files/documents/2021-02/ABAG_Draft_RHNA_Methodology_Report_2023-2031.pdf)

<sup>xiv</sup> <http://www.nonprofitsustainability.org/>.

<sup>xv</sup> [https://library.municode.com/ca/oakland/codes/code\\_of\\_ordinances?nodeId=TIT15BUCO\\_CH15.63OAREWOPRREAFHOPR\\_ARTIPRMUAFHOPR\\_15.63.030PR](https://library.municode.com/ca/oakland/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.63OAREWOPRREAFHOPR_ARTIPRMUAFHOPR_15.63.030PR)

<sup>xvi</sup> For example in 2019, the City of San Francisco, "enacted Ordinance 120-19 which created a new category of preference for Tenants facing Displacement at a multi-family residential property where units at the property will no longer be restricted to ensure affordability based on income under any regulatory or other affordable housing agreements and or recorded documents." This was in direct response to the explosive acquisition activity of former "naturally occurring affordable housing" by market rate developers.

<sup>xvii</sup> The production table shows the units produced by project type and by calendar year. Note that the table combines actual production data (e.g. construction start or loan closing) for 2016 through 2020 with projected production for 2021 through 2023 based on projected funding by fiscal year. In reality, the production of most units would likely lag one or more years after securing City funding, depending on project type.

<sup>xviii</sup> Finance Council Report to KK Oversight Committee Report February 2021 pg. 8.

<sup>xix</sup> The dates are based on when funds are anticipated to be 100% drawn down. The Housing Rehabilitation & Preservation and New Construction programs are comprised of 11 different housing development projects, and the length of construction and draw down requirements of other leveraged sources vary project by project. The date listed is the furthest outside date of all projects in each program category.



CITY OF  
**OAKLAND**

HOUSING & COMMUNITY  
DEVELOPMENT



# AGENDA REPORT

**TO:** Edward D. Reiskin  
City Administrator

**FROM:** Ryan Russo  
Director, Department of  
Transportation

**SUBJECT:** Five Year Pavement Prioritization  
Plan

**DATE:** November 22, 2021

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City Administrator Approval

Date: Dec 7, 2021

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## **RECOMMENDATION**

**Staff Recommends That The City Council Adopts The Following Legislation:**

- 1. A Resolution Establishing A Five-Year Prioritization Plan For The City Of Oakland's Complete Streets Paving Program (2022-2027) And Adopting California Environmental Quality Act ("CEQA") Exemption Findings;**
- 2. A Resolution Authorizing The City Administrator To Award All Paving and Concrete Construction Contracts That Follow All City Advertising and Competitive Bidding Requirements And Are Awarded In Direct Service Of Delivering The 2022 Five Year Prioritization Plan In A Total Amount Not To Exceed Seventy-Five Million Dollars, Without Return To City Council.**

## **EXECUTIVE SUMMARY**

Following the successful implementation of the 2019 3-Year Paving Plan (3YP), staff have prepared a Five-Year Paving Plan (5YP) which represents a \$300 million construction investment in pavement rehabilitation and preventative maintenance for Oakland's streets. Consistent with the 3YP, for the duration of this plan, staff recommends that 75% of plan dollars be prioritized for local streets and 25% for major streets, including both rehabilitation and preventative maintenance treatments. Reflecting community input and City Council-adopted prioritization values, staff are proposing to continue the 2019 3YP framework that prioritizes streets for repaving based on equity, street condition, and traffic safety. Anticipating challenges in delivering triple the current annual volume of construction contracts for paving, staff have also developed recommendations for streamlining project delivery, staffing and equipment, and contracting practices.

The 2022 5YP provides a framework to prioritize funds in the Citywide Street Resurfacing portion of the Fiscal Year (FY) 2021-2023 Capital Improvement Plan adopted in June 2021. The Plan's funding is anticipated to come from Measure KK, Oakland's 2016 Infrastructure Bond, as well as other sources, including gas tax revenues (Senate Bill 1), existing grant awards.

Implementation of the 5YP also requires passage of an anticipated housing and infrastructure bond measure currently under development.

## **BACKGROUND / LEGISLATIVE HISTORY**

Most cities do not have the resources to repave every street that needs repaving. A typical pavement management plan assesses repaving needs, reviews available funding, and produces a fiscally constrained, multi-year workplan of streets to repave. In a typical plan, prioritization is based on street condition and cost-effectiveness. Plans are generally optimized to increase average pavement condition and to decrease paving maintenance backlog over a 20-to-30-year horizon and include both recommendations for pavement rehabilitation (typically mill and overlay treatments) and preventative maintenance (commonly slurry seal or microsurfacing treatments that extend the life of existing good pavement). Overall, Oakland's current paving maintenance backlog is \$432M, which includes \$76M deferred maintenance on major streets and a total maintenance backlog of \$356M on local streets.

### ***Prior Legislation: 2019 3-Year Paving Plan***

On May 7, 2019, City Council adopted Resolution No. 87673 C.M.S. establishing the 2019 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 for the last year with the adoption of the Fiscal Year (FY) 2021-2023 Capital Improvement Plan in June 2021. The Plan's funding comes from Measure KK, Oakland's 2016 Infrastructure Bond, as well as other sources, including gas tax revenues (Senate Bill 1) and existing grant awards.

The 3YP represented an aggressive step towards investing in Oakland streets, including tripling annual spending on paving compared to prior citywide plans. The plan's investments aimed to keep the majority of Oakland's major streets in good to excellent condition and massively invest in local streets paving. In order to do this, the plan established two main programs of paving: major streets and local streets.

The plan prioritized \$25M total toward major streets. It recommended both rehabilitation and preventative maintenance treatments on major streets to both upgrade pavement condition and preserve existing good pavement. Major streets were 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 prioritized \$75M total toward local streets. All local streets paving under the 3YP plan were prioritized for pavement rehabilitation (mill and overlay). Of the proposed \$75M for local streets, the majority was programmed into planning areas by street condition and equity factors, with individual streets selected by poor street condition and proximity to schools. In addition, the 3YP programmed \$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.

The 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.

### ***Funding Priorities Legislation***

Since 2014, City Council has adopted two pieces of legislation that provide policy direction for funding priorities, applicable to all capital projects, including pavement rehabilitation: the 2016 Infrastructure Bond Ordinance (Ordinance No. 86445 C.M.S.) and the 2018 Capital Improvement Program Prioritization Process (Resolution No. 87376 C.M.S.).

The 2016 Infrastructure Bond Ordinance articulated that bond-funded projects would be consistent with City Council-established priorities, including those set forth within the City’s Capital Improvement Plan. The Ordinance also established the following evaluation framework for projects funded by the bond: a) how the projects address social and geographic equity and provide greater benefit to underserved populations and in geographic areas of greatest need; b) how the projects address improvements to the City’s existing core capital assets; c) how the projects maintain or decrease the City’s existing operations and maintenance costs; and d) how the projects address improvements to energy consumption, resiliency and mobility.

These values were further codified in the Capital Improvement Program Prioritization Process, in which the City Council established nine factors that would be used to prioritize the City of Oakland’s Capital Improvement Program. The areas receiving the most scoring weight included equity, health and safety, existing conditions, and economy. Staff’s recommendations on incorporating these adopted evaluation metrics and prioritization factors into this paving plan are included in the subsequent section.

## **ANALYSIS AND POLICY ALTERNATIVES**

The following analysis is divided into three sub-sections: background on the implementation of the 2019 3YP, analysis of the proposed 2022 5YP list of streets, and analysis of the project delivery recommendations to implement the 2022 5YP.

### ***Background: Results of 2019 3-Year Paving Plan***

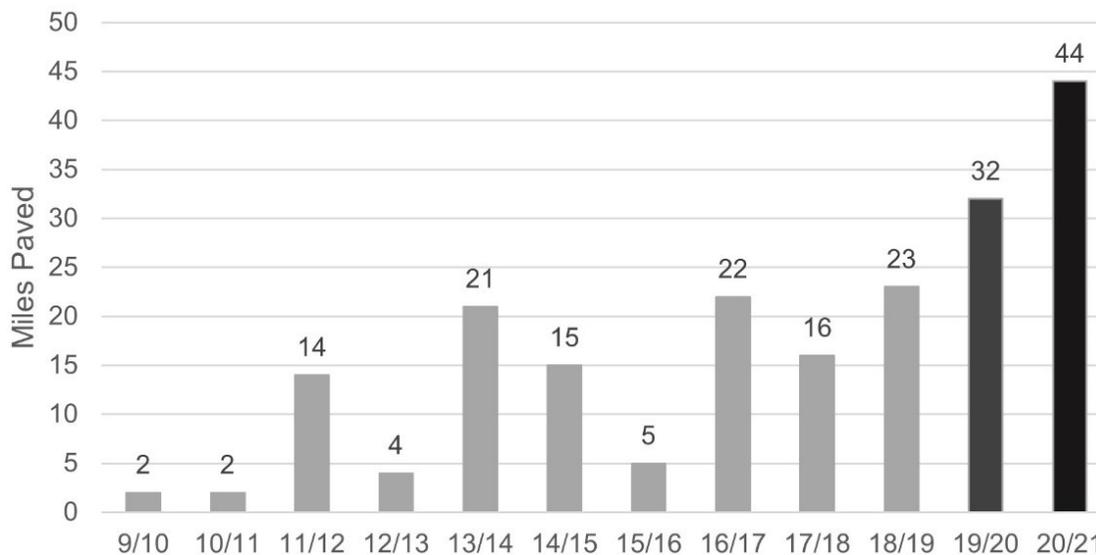
The 2019 3YP proposed \$100M in pavement construction over three years and identified annual targets of 30, 40, and 55 paved miles a year for the duration of the plan, for a total of 125 miles. At the time of this report writing (approximately 2.5 years into the plan duration), the first- and second-year targets were exceeded, and the program is on track to meet the 125 paved mile target (Table 1).

**Table 1: 2019 3-Year Paving Plan Mileage Goals and Actuals**

	<b>GOAL MILEAGE</b>	<b>ACTUAL MILEAGE</b>
Year 1 (July 2019 - June 2020)	30	32.3
Year 2 (July 2020 - June 2021)	40	44.1
Year 3 (July 2021 - June 2022)	55	<i>In progress</i>

The completed paving mileage during the past 2.5 years represents a continued scaling-up of OakDOT’s paving program. Between 2009 and 2016, the City averaged 9 miles of paving per year. Following the passage of Measure KK and the creation of the Department of Transportation, that average increased to 27 miles a year, a 200% increase.

**Figure 1: Annual Number of Miles Paved 2009-2021**



In preparation for the 2022 5YP, a citywide pavement condition survey was conducted in summer of 2021, and the results of this survey illustrate the investment and mobilization of the paving program under the 3YP. During this citywide survey, each street segment in Oakland receives a pavement condition index (PCI) score, which is numeric grade that scores the condition of a street on a scale of 0 to 100. Any street with a PCI under 50 is considered in poor condition, 51-70 is fair, 71-90 is good, and above 91 is considered excellent condition.

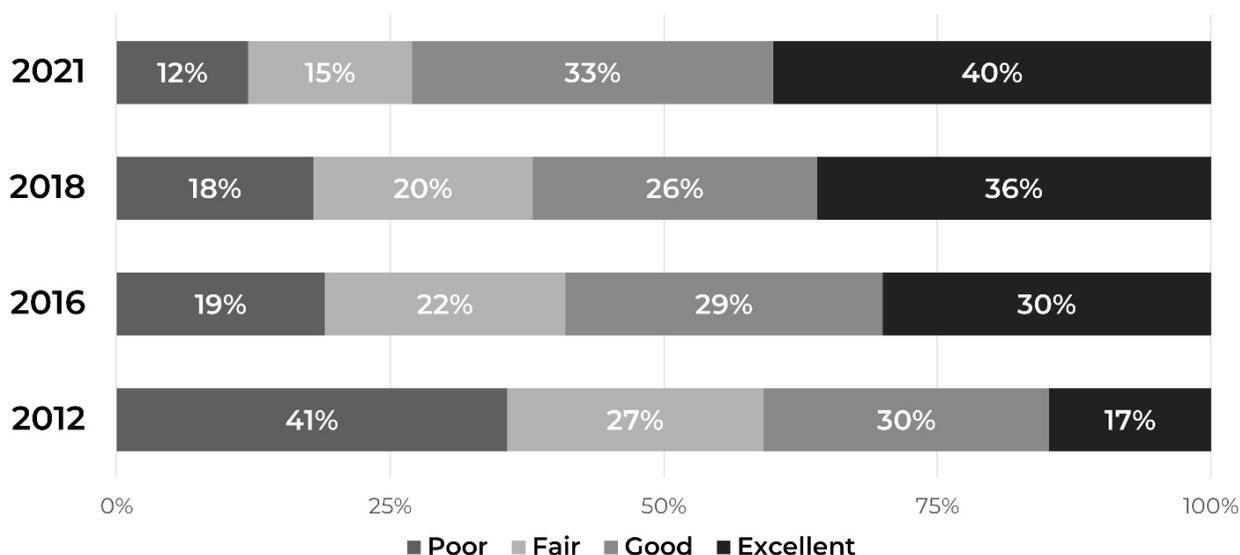
Table 2 provides a summary of average PCI for all streets, and by street type. City streets are classified as arterials (typically a multi-lane street with higher volume of travel, facilitates crosstown travel), collectors (typically medium-volume streets that may be residential in nature; they “collect” traffic from other streets and connect to arterials), and residential (typically low- to very-low-volume streets). Under the paving program, the major streets program includes arterials; the local streets program includes collectors and residential streets. Between 2018 and 2021, the citywide PCI rose from 55 to 58 (Fair Condition) (Table 2 below). The average condition of Oakland’s major streets continues to improve, with a PCI score of 74 (Good Condition), up from 67 in 2012. The average condition of Oakland’s local streets is now Fair, with a PCI score of 50.

**Table 2: Overall Pavement Condition Index (PCI) Between 2012 and 2021 By Street Type**

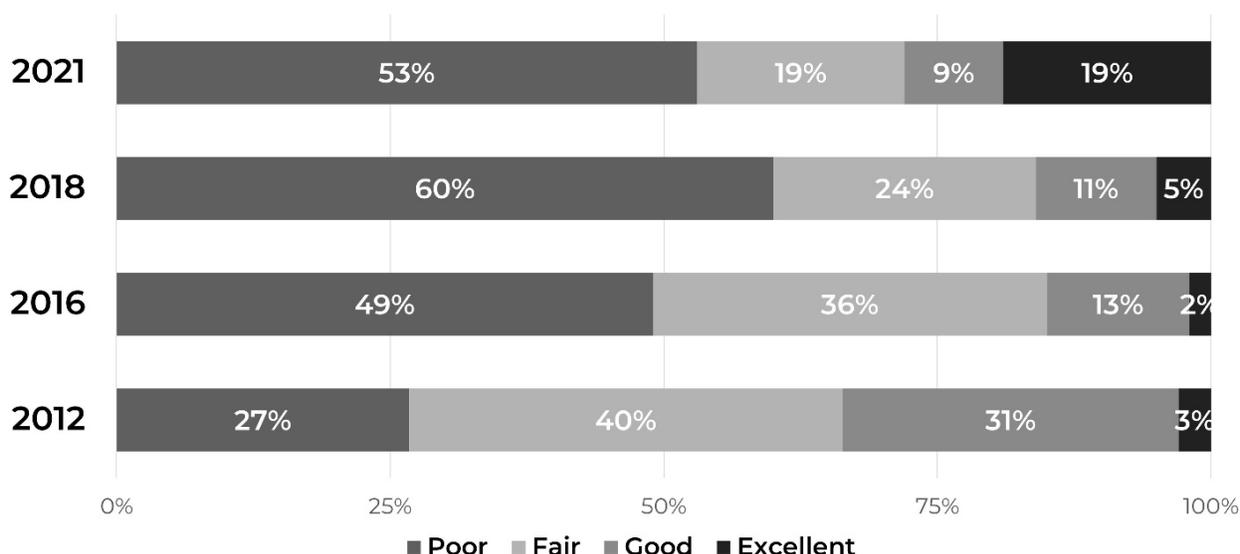
Year	Overall PCI	Major Streets PCI			Local Streets PCI
		Arterials	Collectors	Residential	Subtotal
2012	61	67	58	58	58
2016	55	68	51	48	49
2018	55	73	51	45	46
2021	58	74	59	48	50

The 2021 condition survey identified that nearly 75% of major streets are in good or excellent condition, up from 62% in 2018 (Figure 2). Oakland’s major streets now have an average PCI of 74, in a steady increase from 67 in 2012. Additionally, more than a quarter of local streets are now in good or excellent condition, up from just 16% in 2018. The share of local streets in poor condition also declined for the first time in 10 years, from 60% to 53% (Figure 3 below).

**Figure 1: Current Condition of Major Streets**



**Figure 2: Current Condition of Local Streets**



The 3YP prioritized 75% of plan dollars (\$75M) towards rehabilitating local streets. With this investment, the average PCI of local streets in each planning area has improved. The most drastic increase was in West Oakland where the PCI increased by 12 points between 2018 and 2021 (Table 3).

**Table 3: Local Streets Average PCI Between 2018 and 2021**

Planning Area	Average PCI (2018)	Average PCI (2021)	Change
Central East Oakland	48	51	+3
Coliseum/Airport	47	49	+1
Downtown	56	61	+5
East Oakland Hills	51	52	+0
Eastlake/Fruitvale	42	47	+5
Glenview/Redwood Heights	47	50	+3
North Oakland Hills	46	49	+2
North Oakland/Adams Point	39	48	+9
West Oakland	45	57	+12

The work to rehabilitate Oakland’s streets is a race against time as streets in poor condition deteriorate more rapidly. As each street in poor condition is rehabilitated, a nearby street (or two) in fair condition will often deteriorate to poor condition. This is observable in the 2021 survey data. While nearly 100 miles have been paved (receiving rehabilitation or preventative maintenance) since the beginning of the 3YP in 2019, the total miles in poor condition decreased by only 53 miles, from 394 in 2018 to 341 miles in 2021 (Table 4). As such, many streets that were observed in fair condition (PCI 50 to 60) and not prioritized as part of the proposed 5YP will likely deteriorate to poor condition (PCI less than 50) within five years. The following table provides a comparison of the total number of local street miles in poor condition per planning area, comparing before and mid-way through the 3YP (Table 4). In identifying the number of miles per planning area in Fair Condition, the table identifies mileage that is “at-risk” for dropping to Poor Condition within the next five years.

**Table 4: Number of Local Street Miles by Planning Area in Poor and Fair Condition**

	Poor Condition (PCI <50) 2018	Poor Condition (PCI <50) 2021	Fair Condition (PCI 50-60) 2021
Central East Oakland	71	63	16
Coliseum/Airport	77	6	3
Downtown	88	5	3
East Oakland Hills	39	40	12
Eastlake/Fruitvale	68	55	9
Glenview/Redwood Heights	39	35	8
North Oakland Hills	62	59	10
North Oakland/Adams Point	75	64	6
West Oakland	25	14	9
<b>Citywide</b>	<b>394</b>	<b>341</b>	<b>76</b>

In the first two years of the 3YP (July 2019 – June 2021), the paving program was also responsible for improving nearly 1000 curb ramps; implementing more than 2000 high visibility crosswalks; repairing 60,000 square feet of sidewalks; implementing 13.5 miles of new bikeways; and improving 4.5 miles of existing bikeways. In the third and final year of the 2019 3-Year Plan (July 1, 2021 to June 30, 2022), staff anticipate meeting the mileage goals of the 3YP for a total of 125 miles paved. All streets prioritized in the 2019 3-Year Plan but not paved before June 2022 will be completed under the 5YP.

## ***2022 5-Year Paving Plan Summary***

Building from the success of the 2019 3YP, the proposed 2022 5YP outlines a five-year prioritized street list in conjunction with a 10-year capital plan. The plan proposes five-year construction budget of \$300M, representing an 80% increase in annual spending from the 3YP. The 5YP maintains the 3YP prioritization across the two main programs: major streets and local streets. The plan prioritizes \$75M, or \$15M per year, toward major streets, an increase from \$8M in the 3YP. 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 \$225M, or \$45M a year, toward local streets, increased from \$25M a year in the 3YP. Of the proposed \$225M for local streets, 76% is programmed into Planning Areas by street condition and equity factors, with individual streets selected by street condition and proximity to schools. These local streets will receive rehabilitation (mill and overlay). Ten percent of local streets dollars (\$22.5M) are reserved for cost-share agreements with utility companies to fully pave streets after utility construction work. Five percent of local streets dollars (\$11.3M) are proposed to be programmed at City Council discretion, split among the 8 City Council seats. Another five percent of local street dollars (\$11.3M) are dedicated to neighborhood bikeways and four percent (\$9.0M) is dedicated to preventative maintenance on local streets to extend the life of recently paved streets. A map and complete list of streets prioritized within the plan is provided in **Attachment A**.

### ***Major Streets Program***

Oakland's major streets support the majority of daily vehicle, truck, bus, and bicycle trips. Major streets comprise 176 miles of Oakland's 830-mile street network. This plan prioritizes paving treatment on more than 70 major streets miles and allocates \$75M over five years in a cost-effective combination of rehabilitation and preventative maintenance treatments. This investment aims to increase the average PCI from 74 to 75 on Oakland's major streets.

Over one-third of the 70 prioritized major streets miles are on Oakland's High Injury Network. Oakland's High Injury Network includes the 71 miles of streets on which 63% of traffic injuries and fatalities occur and where traffic safety improvements should be prioritized. As with the 3YP, staff incorporated the High Injury Network into the 5YP to facilitate near-term implementation of safety improvement projects concurrent with repaving. Incorporating this safety analysis into the paving plan reflects the heavy weighting that the City's Capital Improvement Plan process places on health and safety.

The plan also includes a short list of unfunded major streets priorities (**Attachment B**). These streets are arterials that have low pavement condition scores but are of concrete construction and are therefore significantly more expensive to repair and replace. Staff recommend these streets as priorities for potential grant funding and spot repair by the department's expanded concrete repair team.

### ***Local Streets Program***

The 5YP proposes \$45M a year toward local streets. Staff have proposed that 76% of funds be programmed on approximately 260 miles of local streets using prioritization values of equity and street condition. After the 5YP is complete, the average local streets PCI is projected to rise from 50 to 61 (Fair Condition).

For the core local streets program, staff continued the use of nine “planning areas” to help identify needs and prioritize funds. Planning areas are a simple way of referring to different parts of Oakland that are smaller than Council Districts but larger than individual neighborhoods. Oakland’s 2007 Bicycle Plan, 2017 Pedestrian Plan, 2019 Bicycle Plan, and the 3YP have used the planning areas that staff refer to in this plan. Table 3 and Table 4 provides basic demographics and street statistics by planning area.

Findings from the Oakland Department of Race & Equity’s Oakland Equity Indicators report demonstrate broad disparity in services, resources, outcomes, and opportunities among underserved Oaklanders. Based on this, staff reviewed recent demographic data from the U.S. Census American Community Survey (ACS) to identify underserved populations by planning areas. The definition of underserved populations is a population and/or community that have experienced historic or current disparities, reflected in the Oakland Equity Indicators report and consistent with the Metropolitan Transportation Commission equity analyses. This definition includes people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.

### ***Prioritizing by Planning Areas***

Staff developed a weighting system that equally accounts for street condition and underserved populations for local streets investment. To prioritize by underserved populations, staff used ACS data to total the number of underserved populations who live in each planning area (Table 5). Staff then identified the share of underserved populations living in each planning area. This share varied from 30% in Central East Oakland to 1% in Coliseum/Airport (Table 7).

To prioritize by street condition, staff reviewed the total number of local street miles in each planning area with PCI less than 50 (Poor Condition). Staff then identified the share of citywide miles in poor condition that are in each planning area. North Oakland/Adams Point and Central East Oakland both have the largest share of Oakland’s worst local street miles at 18%; Downtown has the fewest, at 2% (Table 6).

Staff combined the two metrics (street condition and underserved populations) by planning area to produce a weighting factor that incorporated both equity and street condition. This factor was then used to distribute 76% of the \$225M local streets program, or \$171M (Table 7).

**Table 5: Demographics by Planning Area**

	Population	Share of Citywide Population	Median Income	% People of Color	% Low Income Households
Central / East Oakland	101,611	24%	\$54K	93%	48%
Coliseum / Airport	4,687	1%	\$47K	98%	51%
Downtown	19,410	5%	\$57K	75%	49%
East Oakland Hills	31,704	7%	\$101K	72%	26%
Eastlake / Fruitvale	100,503	24%	\$50K	83%	46%
Glenview/Redwood Heights	31,911	8%	\$122K	47%	18%
North Oakland Hills	24,950	6%	\$191K	31%	11%
North Oakland / Adams Point	81,976	19%	\$83K	48%	29%
West Oakland	27,641	7%	\$58K	74%	48%
<b>Citywide</b>	<b>424,393</b>		<b>\$66K</b>	<b>71%</b>	<b>37%</b>

**Table 6: Local Street Condition by Planning Area**

	Total Street Miles	Local Street Miles in Poor Condition	Local Streets Average PCI	People per Local Street Mile (PCI < 50)	Share of Local Street Miles in Poor Condition
Central / East Oakland	165	63	51	1,452	18%
Coliseum / Airport	20	6	49	670	2%
Downtown	40	5	61	2,773	1%
East Oakland Hills	98	40	52	773	12%
Eastlake / Fruitvale	134	55	47	1,675	17%
Glenview/Redwood Heights	78	35	50	840	11%
North Oakland Hills	110	59	49	409	17%
North Oakland / Adams Point	126	64	48	1,224	18%
West Oakland	60	14	57	1,728	5%
<b>Citywide</b>	<b>830</b>	<b>341</b>	<b>52</b>	<b>1,156</b>	

**Table 7: Local Streets Funding by Planning Area**

	Share of Local Street Miles in Poor Condition (A)	Share of Citywide Underserved Populations (B)	Funding Share (A+B)/2	Local Streets Funding Share
Central / East Oakland	18%	30%	24%	\$40.8
Coliseum / Airport	2%	1%	1%	\$2.6
Downtown	1%	5%	3%	\$5.4
East Oakland Hills	12%	6%	9%	\$15.5
Eastlake / Fruitvale	17%	27%	22%	\$37.2
Glenview/Redwood Heights	11%	5%	8%	\$13.5
North Oakland Hills	17%	3%	10%	\$16.9
North Oakland / Adams Point	18%	15%	17%	\$28.4
West Oakland	5%	8%	6%	\$10.8
<b>Citywide</b>				<b>\$171.1M</b>

### ***Prioritizing Individual Streets***

Within each planning area, staff first prioritized individual streets by street condition and proximity to parks. Streets near City parks see increased levels of activity, including walking and biking. Because repaving offers a chance to upgrade crosswalks and improve curb ramps, streets near parks were prioritized as a way of efficiently implementing accessibility improvements to support access to City parks. After selecting the worst condition local streets near parks, other streets were selected by order of pavement scores from worst to less worse until the planning area budget target was met. To enable more efficient construction operations, additional priority was given to street segments in poor condition that were continuations of street segments already prioritized and to streets connected to very short (less than 0.10 mile) segments prioritized in the plan.

### ***Local Streets Program: Utility Cost-Share Streets***

With the 5YP, staff have proposed to augment the utility cost-share program first introduced in the 3YP. The 5YP proposes to spend \$22.5M over five years on cost-share agreements with utility companies. Under the City's excavation requirements, external entities such as utility companies are required to restore streets after construction. At the street surface, this restoration includes paving a 13' wide lane centered on the utility's trench line, extending for the length of the trench. Given that most residential streets are 30' to 40' wide, this restoration does not amount to full-width repaving. Cost-share agreements enable full-width paving after utility construction work by enabling the City to reimburse utility companies, and vice versa, for repaving beyond each entity's responsibility. A separate program ensures that the City can collaborate with utility companies to take advantage of cost-share opportunities when they arise.

Staff will maintain the 3YP's rubric for cost-share consideration:

- Local streets only (collector and residential streets)
- Street condition must be poor (PCI<50)
- Construction must be part of a major utility job (greater than 1500' in length)
- Funds will be expended in order of construction

This program accounted for more than 10 miles of full-width rehabilitation under the 3YP. Staff have proposed an augmented program budget under the 5YP recognizing EBMUD's increased pipeline replacement work in Oakland and the potential for a PG&E program that would increase utility undergrounding. This kind of interagency collaboration not only implemented more full-width paving citywide, but also decreased the disruption and inconvenience for constituents.

### ***Local Streets Program: Council Discretion Streets***

In the 5YP, staff recommend continuing the program introduction in the 3YP which set aside local street program funds for distribution at City Council discretion. In the 5YP, staff have proposed 5% (\$11.3M) of local streets funding be set aside for City Council's street selection. Distributed evenly among the seven districts and the at-large City Council seat, this amounts to approximately \$1.4M per Councilmember office. This represents the same percentage set-aside (5%) as the 3YP but an increase in funding due to the larger total budget of the 5YP.

Under this program, each office would provide a final list of streets selected for repaving by January 15, 2022. Staff would then publish the selected streets in an informational memorandum and add the streets to the 5YP.

**Local Streets Program: Neighborhood Bike Routes**

Staff have proposed a new 5% set-aside (\$11.3M) for paving on neighborhood bikeways. This recommendation follows community interest in implementing neighborhood bikeways identified in *Let's Bike Oakland* (LBO), the 2019 adopted citywide bike plan, and the City's commitment to maintain higher pavement quality on designated bikeways. Streets in this program were prioritized considering high priority bike plan segments as identified in LBO, existing neighborhood bike routes with low PCI, and local streets that extend existing or new neighborhood bike routes.

Combining the core local streets program and the neighborhood bike routes program, 59 miles of proposed and existing neighborhood bikeways are prioritized for paving in the 5YP.

**Local Streets Program: Preventative Maintenance**

Finally, staff have proposed a 4% set-aside (\$9M) for preventative maintenance on local streets. This program prioritizes preventative treatments such as slurry seal or microsurfacing on streets that have been recently paved. These treatments, which do not include removing layers of asphalt, are cost-effective measures to protect the City's recent investments in local streets rehabilitation and extend the life of streets that are in good condition.

The following tables summarize proposed mileage by planning area (Table 8) and city council district (Table 9 below). The Local Streets total includes local street rehabilitation, local streets preventative maintenance, and local streets neighborhood bike route funding categories. The overall Total does not include 2019 3-Year Paving Plan carryover streets, council discretion streets, and utility coordination streets.

**Table 8: Proposed Miles for Paving in Each Planning Area by Funding Category**

	Major Streets	Local Streets*	Total**
Central East Oakland	10.9	68.0	78.9
Coliseum/Airport	5.7	5.5	11.2
Downtown	4.5	6.4	10.9
East Oakland Hills	8.3	25.3	33.6
Eastlake/Fruitvale	10.7	50.1	60.8
Glenview/ Redwood Heights	3.4	20.0	23.4
North Oakland Hills	12.1	32.6	44.7
North Oakland/Adams Point	13.1	43.4	56.5
West Oakland	8.9	11.6	20.5
<b>Citywide</b>	<b>77.7</b>	<b>262.8</b>	<b>340.5</b>

\*Local Streets total includes local street rehabilitation, local streets preventative maintenance, and local streets neighborhood bike route categories.

\*\*Total does not include 2019 3-Year Paving Plan carryover streets, council discretion streets, and utility coordination streets.

**Table 9: Proposed Miles for Paving in Each Council District by Funding Category**

	Major Streets	Local Streets*	Total**
CCD 1	17.0	45.8	62.8
CCD 2	7.9	33.2	41.1
CCD 3	14.2	22.7	36.9
CCD 4	10.0	45.2	55.2
CCD 5	8.4	29.5	37.9
CCD 6	6.0	37.3	43.3
CCD 7	14.2	49.2	63.4
<b>Citywide</b>	<b>77.7</b>	<b>262.8</b>	<b>340.5</b>

\*Local Streets total includes local street rehabilitation, local streets preventative maintenance, and local streets neighborhood bike route categories.

\*\*Total does not include 2019 3-Year Paving Plan carryover streets, council discretion streets, and utility coordination streets.

### ***Carryover Streets***

While staff anticipate meeting the mileage goals of the 3YP, all streets 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. This total mileage is expected to include 10 miles of major streets and 5 miles of local streets.

### ***Coordination with ADA 30-Year Transition Plan***

Overall, the proposed paving plan would advance the City’s ADA Transition Plan. The plan corridors include over 10,000 curb ramps that will be reviewed for compliance and upgraded to current accessibility standards. The paving program will also incorporate sidewalk repairs on the majority of paving corridors, repairing sidewalks on City facilities, addressing damage caused by official City trees, and facilitating private sidewalk repair through reimbursement agreements. These accessibility improvements are in addition to improved crosswalk markings, delivered as standard improvements within paving project scopes of work.

### ***Coordination with Major Plans and Transit***

The City’s paving program provides a dependable vehicle for implementing the transportation recommendations of other adopted plans, including specific plans, the citywide 2019 Let’s Bike Oakland bicycle plan, and the citywide pedestrian plan. Approximately 87 street miles proposed in this plan have existing bikeways, of which one-fourth miles are recommended for upgrades in the citywide bike plan, such as from standard bike lanes to buffered bike lanes or to protected bike lanes. Separately, another 58 miles of this paving plan overlap with recommended new bikeways in the bike plan. Together, these 145 miles account for approximately 43% of the paving plan and 46% of the total project mileage recommendations in the bike plan.

The proposed plan also identifies 75 miles of paving on streets with existing AC Transit bus service. With appropriate coordination and input from AC Transit, the OakDOT can incorporate routine improvements to bus stops along paving corridors, including adjusted red curbs and sidewalk repairs at bus stops to meet current safety and accessibility standards. The 75 miles of transit streets also offer the opportunity to coordinate with AC Transit on more significant

changes to bus service, including bus stop optimization and transit priority elements, such as transit only lanes. As with more significant bikeway improvements, these elements warrant additional community outreach, to be determined on a project-by-project basis.

### ***Coordination with Utility Companies, Development Projects, and Other Work in the Street***

One of the perennial challenges to a pavement management program is the work that needs to take place underground. Some work is known in advance, such as pipeline replacements by utility companies, street excavations necessary for developing land, or sewer improvements through the City's capital program. Other cuts are difficult to predict or contain, such as underground emergencies or private sewer lateral improvements. OakDOT maintains coordination with utility companies on two levels: a monthly coordination meeting to identify near-term permits and conflicts with projects, and a quarterly meeting to establish a 12-month lookahead for capital project coordination. In addition to individual project notification, these coordination meetings are part of a best-practice approach to ensure timely coordination and project sequencing to reduce subsequent cuts to newly repaved streets.

### ***Annual Mileage Targets and Schedule***

Following the adoption of the 2022 5-Year Paving Plan, staff will prepare a workplan and five-year schedule. The workplan will group 5YP streets by geography for more efficient project delivery, and the schedule will incorporate the outreach/conceptual design needs of complex corridors and staff capacity for initiating those processes. The five-year schedule will be shared with utility companies to coordinate on potential conflicts and will be adjusted following that coordination. Construction on the 5YP is anticipated to begin in July 2022. Table 10 catalogs the mileage goal by year, including mileage goals for in-house City crews as part of the total mileage.

**Table 10: 2022 5-Year Paving Plan Mileage Goals By Year**

	<b>TOTAL GOAL MILEAGE</b>	<b>IN-HOUSE MILEAGE</b>
Year 1 (July 2022 - June 2023)	55	8
Year 2 (July 2023 - June 2024)	55	8
Year 3 (July 2024 - June 2025)	80	16
Year 4 (July 2025 - June 2026)	80	16
Year 5 (July 2026 - June 2025)	80	16
<b>Total</b>	<b>350</b>	<b>64</b>

### ***Plan Funding and Funding Outlook***

Voter approval of Measure KK in November 2016 provided the City with a stable source of funding for repaving streets. In addition, voters' rejection of Proposition 6 in November 2018 ensured that additional gas tax revenues from Senate Bill 1, which are directly distributed to cities like Oakland, will continue to be available to maintain Oakland's streets.

At the same time, Measure KK is a \$350M bond. Anticipating the eventual spend-down of the bond, staff have identified the need for an extension or replacement of Measure KK to successfully complete the 5YP and maintain the improved condition of streets citywide. To deliver \$300M in paving construction will require an estimated \$75M in staff costs over the five-

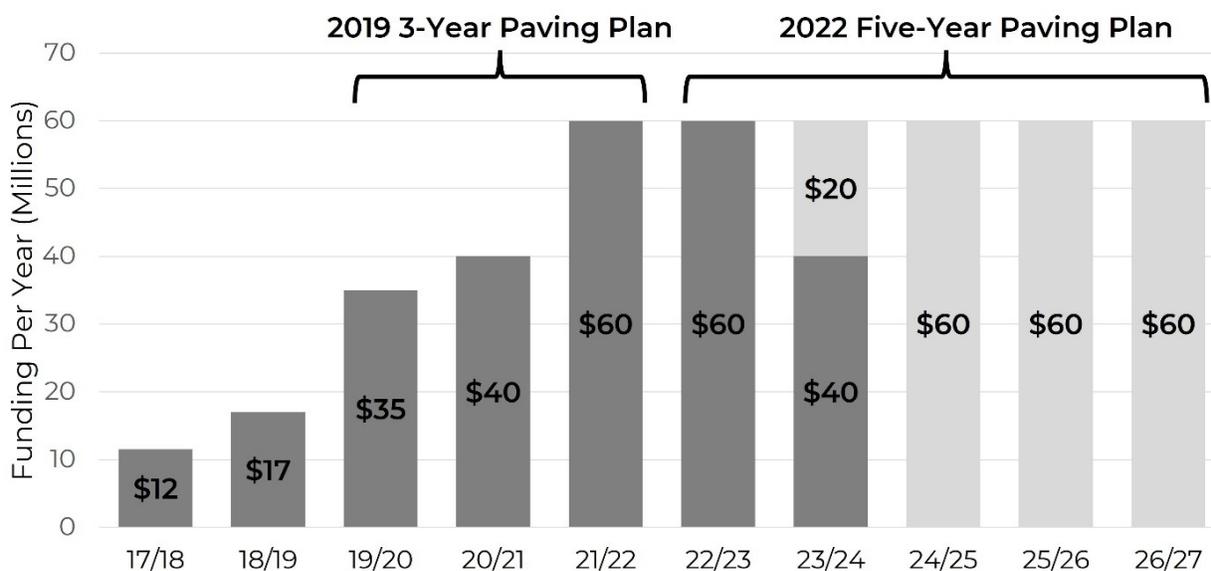
year timeline, bringing the total program budget to \$375M over five years (Table 11). This reflects a standard 25% staff cost estimate which accounts for engineering design, bid and award, and construction management.

**Table 11: Five Year Plan Budget**

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	TOTAL
Major Streets Program Construction	\$11.0	\$11.0	\$15.0	\$19.0	\$19.0	\$75M
Local Streets Program Construction	\$35.0	\$35.0	\$45.0	\$55.0	\$55.0	\$225M
Program Soft Costs	\$11.5	\$11.5	\$15.0	\$18.5	\$18.5	\$75M
<b>Total</b>	<b>\$57.5</b>	<b>\$57.5</b>	<b>\$75.0</b>	<b>\$92.5</b>	<b>\$92.5</b>	<b>\$375M</b>

Based on this projection and current Measure KK expenditure rates, staff estimate that the \$350M Measure KK infrastructure balance could be depleted between 2024 and 2025 (Figure 4). This is approximately 1-2 years before the end of the 10-year bond term (2026). An extension of the infrastructure bond is needed to complete the majority of this mileage in this plan.

**Figure 3: Proposed and Projected Program Funding Need**



As shown in Table 12, with full funding, citywide PCI is anticipated to improve to 66 (Good Condition) by 2027. In a scenario without a Measure KK extension in 2022, the majority of mileage in the 5YP will not be implemented and the City will not be able to invest at the level needed to maintain and repair its street network. By 2027, the PCI will have decreased to 54, reversing 10 years of investment.

**Table 12: Pavement Condition Index (PCI) Changes Based on Investment**

Scenario Year	Overall	Arterials	Collectors	Residentials
2016	55	68	51	48
2021 (Current)	58	74	59	48
2027 (With MKK extension)	66	75	64	61
2027 (With No MKK extension)	54	68	52	47

### ***Project Delivery Recommendations: Staffing and Contracting***

The 5YP represents an 80% increase in annual paving output. This rapid implementation is based on the need to quickly restore and preserve pavement condition to reduce the citywide maintenance backlog. However, an 80% increase in annual paving output will require additional staff resources for planning, design, construction, and construction management. In addition, given the findings of the 2020 release of the Draft Disparity Study (which was received and filed by City Council on December 15, 2020), an 80% increase in paving output warrants thoughtful strategies for equitable contracting. Ensuring on-time delivery of the 5YP also means maintaining any existing successful strategies for project delivery streamlining.

This section provides three policy recommendations for further consideration:

- Following a successful funding measure, **increase staff resources** within all phases of project work
- Introduce a **joint venture contracting program** which reserves one major contract a year for only joint venture bidders
- Continue the **contract award authorization** established in the 3YP to get paving projects moving as quickly as possible

### ***Increasing Staff Resources***

The following analysis provides a phase-by-phase review of current gaps in staffing and equipment that would need to be resolved to meet the increased annual output of the proposed 5YP and deliver community benefits such as traffic calming, treatments that prevent severe injury and fatal collisions and mobility enhancements. A summary table of proposed new staffing is provided in Table 13.

- **Planning & Engagement:** Implementation of nearly 10 miles of complex corridors from the 3YP may be carried forward to the 5YP. The 5YP identifies more than 50 miles of paving representing more than 40 projects which may warrant standalone project management and community engagement. With current staffing levels adequate for managing no more than 3 complex projects a year, current staffing levels are therefore even more deeply inadequate to complete the 5YP on schedule. An estimated four additional project managers and six assistant project managers are needed to prepare major corridor safety improvement and neighborhood traffic calming project concepts and to engage with community members and stakeholders to refine designs. Additionally, a spatial data analyst is needed to develop and maintain geospatial data records including pavement, sidewalk, curb ramp, and bikeway modifications.
- **Design:** To achieve the 3YP's record-setting paving mileage amid persistent design staff vacancies, OakDOT engaged consultant designers. Expenditures under the 3YP towards engineering consultants totaled \$3.3M. This is greater than the annual budget of the current paving design section (approximately \$2.3M, fully burdened). The increase in annual mileage of the 5YP requires full staffing of currently budgeted positions plus additional design phase engineers. Additional engineering staff are needed to prepare design plans including pavement engineering and transportation engineering improvements. Construction inspectors are also needed to perform sidewalk inspections and facilitate private sidewalk repair through paving projects.
- **Construction:** Developing a robust in-house paving program means lesser long-term reliance on contractors as the maintenance backlog decreases. Expanding the existing

traffic painting section with an additional crew would support the expansion of in-house paving operations and ensure that non-paving traffic maintenance activities can continue to take separate precedent. The classifications proposed in the table below would comprise one new paving crew and two new paint crews. Finally, current persistent vacancies among City paving crew classifications warrant further review and potential revision of classification specifications.

- **Construction Equipment:** To support new crews, new equipment is needed, including a milling machine, paver box, mini grinder, skip-loader, dedicated sweeper, bobcat, augmented augur machine, six new paint trucks, thermoplastic applicators and trailers, and construction utility vehicles.
- **Construction Management:** Construction management refers to the City's oversight over contractors during paving construction. Resident engineers and construction inspectors ensure contractor performance is satisfactory and fulfills the project specifications, address questions and concerns from residents, and control quantities and payments. Beginning in 2019, OPW Construction Management staff vacancies led to the use of consultant construction management, accounting for approximately \$800,000 in consultant expenditures. In addition, due to staffing levels in OakDOT's Survey section, critical land survey work related to paving projects is routinely consulted out or required of the contractor to consult out. Staff estimate that over the course of the 5YP year, approximately \$5.5M will be paid to private professional land surveying firms for work that a larger Survey section could accomplish. Table 13 below identifies needed increases in OPW's Construction Management division and surveying staff to properly oversee contractors.

**Table 13: Potential New Staffing to Complete 5YP With Transportation Improvements**

	<b>CLASSIFICATION</b>	<b>FTE</b>
Construction Management	Civil Engineer	2.0
	Assistant Engineer II	4.0
	Construction Inspector	4.0
	Professional Land Surveyor	1.0
	Senior Survey Technician	3.0
	Survey Technician	2.0
Construction	Public Works Supervisor II	2.0
	Traffic Painter	4.0
	Heavy Equipment Operator	2.0
	Street Maintenance Leader	4.0
	Public Works Maintenance Worker	16.0
Design	Civil Engineer/Transportation Engineer	2.0
	Assistant Engineer II	4.0
	Construction Inspector (Sidewalks)	2.0
Planning & Engagement	Transportation Planner III	4.0
	Transportation Planner II	6.0
	Spatial Analyst III	1.0
<b>Total</b>		<b>63.0</b>

The above recommendations are intended for future discussion, particularly following a successful funding measure to fully fund the 5YP, such as an extension of Measure KK or a future bond measure and are not included in the proposed resolution to adopt the 2022 5-Year Paving Plan.

**Joint Venture Pilot**

As a program-level follow-up to the Draft Disparity Study, OakDOT staff analyzed the past ten years of construction contracts issued towards the paving program (2011-2021). Staff found that three prime contractors received or passed through to subcontractors 86% of paving-related contract expenditures during this time period. The three firms are all certified as local business enterprises, and one is a small local business enterprise. While none are certified as minority-owned or women-owned businesses, these primes do employ a range of sub-contractors to complete portions of the paving projects, such as contractors who specialize in trucking, concrete construction, traffic control, striping and pavement markings, and slurry and crack sealing. Table 13 below provides a summary of expenditures by contractor discipline, race and ethnicity of the firms' principal, and percentage of the total value of all contract expenditures. This summary includes both completed contracts and in-progress contracts for which only completed payments to date are represented. In the table below, race/ethnicity data is self-reported by each firm and generally represents the race/ethnicity of the firm president or CEO.

**Table 13: Expenditures (in Millions) by Contractor Discipline and Race/Ethnicity**

	African American	Asian Pacific Islander	White	Latinx	Total
Prime	-	-	\$73.0	-	\$73.0
Sub: Concrete	-	-	\$0.5	\$9.7	\$10.2
Sub: Material Supply	-	-	\$0.8	-	\$0.8
Sub: Survey & Misc.	-	-	\$1.4	\$0.8	\$2.2
Sub: Striping, Pavement Markings	-	-	\$7.5	-	\$7.5
Sub: Trucking	\$1.7	\$0.2	\$0.1	\$1.1	\$3.1
<b>Total</b>	<b>\$1.7</b>	<b>\$0.2</b>	<b>\$83.3</b>	<b>\$11.6</b>	<b>\$96.8</b>
<b>% of Total</b>	<b>2%</b>	<b>0%</b>	<b>86%</b>	<b>12%</b>	

Given the extensive mobilization required for pavement construction and cost-efficiency in procuring larger quantities, paving contracts are typically greater than \$10M. This dollar amount alone presents a bonding capacity challenge for smaller firms. In addition, pavement construction requires use of expensive machines some of which are single-use and can still be a significant capital outlay even to rent. These barriers to entry are one explanation for the limited number of prime firms that have been the lowest responsible, responsive bidders in the past ten years.

One way to create pathways for smaller local firms to grow into larger local firms capable of priming a paving contract may be to offer joint-venture opportunities. The City of Oakland's Local and Small Local Business Enterprise Program LBE/SLBE (Resolution No. 13647 C.M.S.) defines joint ventures as the following:

*A business that is bidding or competing for City contracts may associate with a certified LBE or SLBE business to compete for contracts as a joint venture. A joint venture should be between two entities with the same discipline or license, as required by the awarding City department. Joint ventures receive bid discounts depending upon the LBE or SLBE percentage of participation as set forth in the Ordinance. The parties must agree to enter into the relationship for at least the life of the project.*

In the past ten years, no joint venture firms have bid on paving construction projects in the City of Oakland. To incentivize prime firms to form joint ventures with LBE or SLBEs, OakDOT staff envision soliciting one paving contract per year that only joint ventures may bid on. All other requirements would still apply (lowest responsive, responsible bidder), but the pool of bidders would be limited to joint ventures. This provision has been included in the proposed resolution to adopt the 2022 5-Year Paving Plan.

### ***Streamlining Contracted Paving Through Contract Award Authorization***

A paving program for a city of Oakland's size includes a combination of in-house construction by City crews and contracted construction work by private firms, with the majority of construction work anticipated to be completed by contract. A key challenge for implementing paving are the pace of project development and project delivery.

In 2019, Council adopted a resolution to streamline paving project delivery (Resolution No. 87704 C.M.S.). The resolution applied to construction contracts that implement the 3YP and stipulated that all construction contract processes would follow fair and competitive bidding procedures established by state and federal law, local union contract agreements, the Oakland Purchasing Ordinance, and City contracting programs, including the City's local business requirements for construction contracts. Staff estimate that this resolution has saved 500 staff hours spent preparing and reviewing agenda reports and attending City Council meeting and saved 31 total months of additional time that would have otherwise been spent in the construction award process. Staff are recommending that Council again approve a resolution authorizing contract streamlining under the 5YP to continue the savings to staff time and paving timelines. Staff estimate that to deliver the proposed plan, the City will bid out 20-30 contracts over the next five years. A proposed resolution re-authorizing contract authorization for the 5-Year Paving Plan has been included in addition to the resolution adopting the 5YP.

### **FISCAL IMPACT**

This report represents a recommended paving prioritization plan. The approval of these resolutions will not result in additional appropriation of funds.

### **PUBLIC OUTREACH / INTEREST**

This report was received by the Measure KK Oversight Committee, the Mayor's Commission on Persons with Disabilities, and the Bicyclist and Pedestrian Advisory Commission. Additionally, staff presented the recommended approach at fourteen virtual community meetings:

- Bella Vista NCPC, October 13, 7:00PM
- Beat 30X, October 14, 7:00PM
- Chinatown NCPC, October 20, 2:00PM (in Cantonese)
- Beat 32X, October 21, 7:00PM
- Melrose-High Hopes NCPC, October 27, 7:00PM
- 16Y Glenview, November 3, 7:30PM
- Montclair Neighbors, November 4, 6:00PM
- Beat 6X, November 10, 6:00PM

- Brookfield/Columbian Gardens NCPC, November 10, 6:00PM
- Prescott NCPC, November 11, 6:00PM
- 10X Golden Gate NCPC, November 17, 6:30PM
- Beat 8X, November 29, 6:00PM
- Beat 35X, December 1, 7:00PM
- Beats 12Y/13XYZ, December 9, 7:00PM

The information presented at community meetings was also provided through an online “open house” with the same materials shared on the project website.

### **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 350 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, ensuring that underserved communities are prioritized for paving investment.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) DETERMINATION**

The proposed Project is exempt from CEQA pursuant to CEQA Guidelines Sections 15301(c) (Existing Facilities, Highways and Streets) because the proposed project would rehabilitate and maintain existing streets and would not result in additional vehicle travel lanes.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt A Resolution Establishing A Five-Year Prioritization Plan For The City Of Oakland's Complete Streets Paving Program (2022-2027) And Adopting California Environmental Quality Act ("CEQA") Exemption Findings; And

A Resolution Authorizing The City Administrator To Award All Paving and Concrete Construction Contracts That Follow All City Advertising and Competitive Bidding Requirements And Are Awarded In Direct Service Of Delivering The 2022 Five Year Prioritization Plan In A Total Amount Not To Exceed Seventy-Five Million Dollars, Without Return To Council.

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

Respectfully submitted,



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RYAN RUSSO  
Director  
Oakland Department of Transportation

Reviewed by:  
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Oakland Department of Transportation

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*Attachments (2):*

- A: List of Prioritized Streets*
- B: List of Unfunded Major Streets Priorities*



# ATTACHMENT A

**SUBJECT:** 2021 Five Year Pavement Prioritization Plan

Street	From	To	Miles	CCD	Planning Area
100TH AV	PEARMAIN ST	SAN LEANDRO ST	0.09	CCD7	Central East Oakland
100TH AV	SOUTH END	PEARMAIN ST	0.04	CCD7	Central East Oakland
101ST AV	E ST	EAST END	0.22	CCD7	Central East Oakland
102ND AV	INTERNATIONAL BLVD	BANCROFT AV	0.56	CCD7	Central East Oakland
103RD AV	INTERNATIONAL BLVD	E ST	0.38	CCD7	Central East Oakland
103RD AV	BYRON ST	INTERNATIONAL BLVD	0.77	CCD7	Central East Oakland
104TH AV	E ST	ROYAL ANN ST	0.12	CCD7	Central East Oakland
104TH AV	LINK ST	EAST END	0.07	CCD7	Central East Oakland
104TH AV	INTERNATIONAL BLVD	SUNNYSIDE ST	0.45	CCD7	Central East Oakland
104TH AV	SUNNYSIDE ST	LINK ST	0.03	CCD7	Central East Oakland
105TH AV	WEST END	LINK ST	0.30	CCD7	Central East Oakland
105TH AV	WEST END	EDES AV	0.59	CCD7	Central East Oakland
105TH AV	SAN LEANDRO ST	INTERNATIONAL BLVD	0.50	CCD7	Central East Oakland
105TH AV	EDES AV	SAN LEANDRO ST	0.26	CCD7	Central East Oakland
106TH AV	SAN LEANDRO ST	INTERNATIONAL BLVD	0.49	CCD7	Central East Oakland
106TH AV	BREED ST	BANCROFT AV	0.32	CCD7	Central East Oakland
106TH AV	FOOTHILL BLVD	PERALTA OAKS DR	0.08	CCD7	East Oakland Hills
106TH AV	BANCROFT AV	MACARTHUR BLVD	0.26	CCD7	Central East Oakland
107TH AV	BREED AV	BANCROFT AV	0.31	CCD7	Central East Oakland
107TH AV	PEARMAIN ST	RUSSET ST	0.10	CCD7	Central East Oakland
108TH AV	FOOTHILL BLVD	MACARTHUR BLVD	0.21	CCD7	East Oakland Hills
10TH AV	E 28 ST	FOOTHILL BLVD	0.75	CCD2	Eastlake/Fruitvale
10TH AV	E 15 ST	E 8 ST	0.26	CCD2	Eastlake/Fruitvale
10TH ST	CREEK	OAK ST	0.31	CCD2	Downtown
10TH ST	WASHINGTON ST	CLAY ST	0.07	CCD3	Downtown
10TH ST	JEFFERSON ST	M L KING JR WAY	0.07	CCD3	Downtown
10TH ST	M.L. KING WAY	CASTRO ST	0.07	CCD3	West Oakland
10TH ST	CREEK	2 AV	0.03	CCD2	Eastlake/Fruitvale
11TH ST	MADISON ST	OAK ST	0.07	CCD2	Downtown
11TH ST	WOOD ST	PERALTA ST	0.25	CCD3	West Oakland
11TH ST	NORTH END	PINE ST	0.05	CCD3	West Oakland
11TH ST	PINE ST	WOOD ST	0.08	CCD3	West Oakland
11TH ST	CLAY ST	BROADWAY	0.15	CCD3	Downtown

Street	From	To	Miles	CCD	Planning Area
12TH AV	E 12 ST	FOOTHILL BLVD	0.21	CCD2	Eastlake/Fruitvale
12TH AV	E 19 ST	E 20 ST	0.06	CCD2	Eastlake/Fruitvale
12TH ST	WOOD ST	PINE ST	0.08	CCD3	West Oakland
12TH ST	M.L. KING WAY	CASTRO ST	0.07	CCD3	West Oakland
12TH ST	BRUSH ST	MARKET ST	0.12	CCD3	West Oakland
13TH AV	MACARTHUR BLVD	INTERNATIONA L BLVD	1.21	CCD2	Eastlake/Fruitvale
13TH ST	WOOD ST	PERALTA ST	0.25	CCD3	West Oakland
13TH ST	MARKET ST	BRUSH ST	0.13	CCD3	West Oakland
14TH AV	E 31 ST	E 32 ST	0.06	CCD5	Eastlake/Fruitvale
14TH AV	E 30 ST	E 31 ST	0.05	CCD5	Eastlake/Fruitvale
14TH AV	E 32 ST	MACARTHUR BLVD	0.18	CCD5	Eastlake/Fruitvale
15TH AV	E 12 ST	FOOTHILL BLVD	0.22	CCD2	Eastlake/Fruitvale
15TH ST	M.L. KING WAY	JEFFERSON ST	0.07	CCD3	Downtown
15TH ST	CASTRO ST	M L KING JR WAY	0.07	CCD3	West Oakland
16TH AV	E 21 ST	E 12 ST	0.53	CCD2	Eastlake/Fruitvale
16TH AV	PVMT CHNG	EMBARCADER O	0.06	CCD5	Eastlake/Fruitvale
17 ST	CASTRO ST	SAN PABLO AV	0.23	CCD3	Downtown
17 ST	SAN PABLO AV	BROADWAY	0.14	CCD3	Downtown
17 ST	BROADWAY	HARRISON ST	0.22	CCD3	Downtown
17TH AV	E 12 ST	FOOTHILL BLVD	0.22	CCD2	Eastlake/Fruitvale
17TH ST	MANDELA PKWY	MANDELA PKWY	0.02	CCD3	West Oakland
18TH AV	E 21 ST	E 12 ST	0.51	CCD2	Eastlake/Fruitvale
18TH ST	SAN PABLO AV	TELEGRAPH AV	0.13	CCD3	Downtown
18TH ST	WOOD ST	PERALTA ST	0.25	CCD3	West Oakland
19TH AV	E 19 ST	E 12 ST	0.37	CCD2	Eastlake/Fruitvale
19TH ST	JEFFERSON ST	M L KING JR WAY	0.08	CCD3	Downtown
19TH ST	M.L. KING WAY	CASTRO ST	0.07	CCD3	West Oakland
1ST AV	INTERNATIONA L BLVD	E 15 ST	0.07	CCD2	Eastlake/Fruitvale
1ST AV	E 15 ST	LAKESHORE AV	0.07	CCD2	Eastlake/Fruitvale
20TH	WEBSTER	HARRISON ST	0.09	CCD3	Downtown
20TH AV	E 12 ST	E 21 ST	0.52	CCD2	Eastlake/Fruitvale
20TH ST	CAMPBELL ST	PERALTA ST	0.08	CCD3	West Oakland
20TH ST	MARKET ST	CURTIS ST	0.07	CCD3	West Oakland
20TH ST	BROADWAY	WEBSTER	0.13	CCD3	Downtown
21ST AV	E 21 ST	E 30 ST	0.58	CCD2	Eastlake/Fruitvale
21ST ST	MYRTLE ST	FILBERT ST	0.06	CCD3	West Oakland
21ST ST	HARRISON ST	WEBSTER ST	0.16	CCD3	Downtown
21ST ST	BROADWAY	SAN PABLO AV	0.32	CCD3	Downtown
22ND AV	23 AV	E 27 ST	0.11	CCD2	Eastlake/Fruitvale
22ND AV	E 27 ST	E 30 ST	0.21	CCD5	Eastlake/Fruitvale
22ND AV	E 30 ST	E 32 ST	0.17	CCD5	Eastlake/Fruitvale
22ND AV	FOOTHILL BLVD	E 21 ST	0.29	CCD2	Eastlake/Fruitvale
22ND ST	KAISER PLAZA	WEBSTER ST	0.06	CCD3	Downtown
23RD AV	E 9 ST	E 11 ST	0.15	CCD5	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
23RD ST	BRUSH ST	WEST ST	0.07	CCD3	West Oakland
24TH AV	E 20 ST	E 21 ST	0.07	CCD5	Eastlake/Fruitvale
24TH AV	E 21 ST	E 24 ST	0.19	CCD5	Eastlake/Fruitvale
24TH AV	E 24 ST	E 26 ST	0.14	CCD5	Eastlake/Fruitvale
24TH ST	CAMPBELL ST	WILLOW ST	0.08	CCD3	West Oakland
24TH ST	MAGNOLIA ST	POPLAR ST	0.12	CCD3	West Oakland
24TH ST	POPLAR ST	MANDELA PKWY	0.17	CCD3	West Oakland
24TH ST	WILLOW ST	WOOD ST	0.08	CCD3	West Oakland
25TH AV	E 10 ST	E 11 ST	0.06	CCD5	Eastlake/Fruitvale
25TH AV	E 11 ST	EAST END	0.02	CCD5	Eastlake/Fruitvale
25TH AV	WEST END	INTERNATIONA L BLVD	0.11	CCD5	Eastlake/Fruitvale
25TH AV	E 27 ST	E 29 ST	0.22	CCD5	Eastlake/Fruitvale
25TH ST	M.L. KING WAY	SOUTH END	0.02	CCD3	West Oakland
26TH AV	EAST END	E 27 ST	0.19	CCD5	Eastlake/Fruitvale
26TH AV	E 16 ST	E 15 ST	0.07	CCD5	Eastlake/Fruitvale
26TH AV	INTERNATIONA L BLVD	E 12 ST	0.09	CCD5	Eastlake/Fruitvale
26TH AV	E 11 ST	E 9 ST	0.10	CCD5	Eastlake/Fruitvale
26TH ST	WOOD ST	WILLOW ST	0.08	CCD3	West Oakland
26TH ST	WILLOW ST	MANDELA PKWY	0.04	CCD3	West Oakland
26TH ST	VALDEZ ST	27 ST	0.02	CCD3	North Oakland/Adams Point
27TH AV	WEST END	E 9 ST	0.06	CCD5	Eastlake/Fruitvale
27TH AV	E 22 ST	LOGAN ST	0.19	CCD5	Eastlake/Fruitvale
27TH ST	SAN PABLO AV	M L KING JR WAY	0.22	CCD3	West Oakland
27TH ST	M.L. KING WAY	TELEGRAPH AV	0.21	CCD3	North Oakland/Adams Point
27TH ST	TELEGRAPH AV	BROADWAY	0.21	CCD3	North Oakland/Adams Point
27TH ST	MARKET ST	SAN PABLO AV	0.11	CCD3	West Oakland
28TH ST	M.L. KING WAY	END	0.05	CCD3	West Oakland
28TH ST	MANDELA PKWY	MANDELA PKWY	0.02	CCD3	West Oakland
28TH ST	MANDELA PKWY	ETTIE ST	0.08	CCD3	West Oakland
28TH ST	MARKET ST	SAN PABLO AV	0.06	CCD3	West Oakland
28TH ST	SAN PABLO AV	WEST ST	0.10	CCD3	West Oakland
29TH	HARRISON ST	TELEGRAPH AV	0.51	CCD3	North Oakland/Adams Point
29TH AV	BEGIN BRIDGE	GLASCOCK ST	0.07	CCD5	Eastlake/Fruitvale
29TH AV	E 12 ST	E 10 ST	0.21	CCD5	Eastlake/Fruitvale
29TH ST	OAKLAND ST	HARRISON ST	0.02	CCD3	North Oakland/Adams Point
2ND AV	E 18 ST	E 10 ST	0.43	CCD2	Eastlake/Fruitvale
2ND ST	CASTRO ST	M L KING JR WAY	0.07	CCD3	West Oakland
2ND ST	JEFFERSON ST	WASHINGTON ST	0.14	CCD3	Downtown
32ND ST	HELEN ST	WOOD ST	0.25	CCD3	West Oakland
32ND ST	TELEGRAPH AV	31 ST	0.13	CCD3	North Oakland/Adams Point
32ND ST	SAN PABLO AV	FILBERT ST	0.03	CCD3	West Oakland
33RD AV	E 9 ST	EAST END	0.06	CCD5	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
33RD AV	SAL LEANDRO ST	EAST END	0.03	CCD5	Eastlake/Fruitvale
33RD ST	MARKET ST	M L KING JR WAY	0.31	CCD3	West Oakland
34TH AV	NORTH END	END S/O DAVIS S	0.11	CCD5	Eastlake/Fruitvale
34TH AV	E 8 ST	ELMWOOD AV	0.05	CCD5	Eastlake/Fruitvale
34TH ST	M.L. KING WAY	SAN PABLO AV	0.45	CCD3	West Oakland
34TH ST	BROADWAY	WEBSTER ST	0.09	CCD3	North Oakland/Adams Point
34TH ST	WEBSTER ST	TELEGRAPH AV	0.25	CCD3	North Oakland/Adams Point
34TH ST	TELEGRAPH AV	M L KING JR WAY	0.22	CCD3	North Oakland/Adams Point
35TH AV	75 FT E/O HARPER ST	HWY 580 BRIDGE START	0.93	CCD4	Eastlake/Fruitvale
35TH ST	PERALTA ST	SAN PABLO AV	0.17	CCD3	West Oakland
36TH AV	WEST END	EAST END	0.08	CCD5	Eastlake/Fruitvale
36TH AV	FOOTHILL BLVD	HARPER ST	0.20	CCD5	Eastlake/Fruitvale
37TH AV	E 12 ST	INTERNATIONAL BLVD	0.09	CCD5	Eastlake/Fruitvale
37TH ST	W MACARTHUR BV	WEBSTER ST	0.36	CCD3	North Oakland/Adams Point
37TH ST	SAN PABLO AV	M L KING JR WAY	0.49	CCD1	North Oakland/Adams Point
38TH AV	WATTLING ST	SAN LEANDRO ST	0.07	CCD5	Eastlake/Fruitvale
38TH AV	E 12 ST	INTERNATIONAL BLVD	0.09	CCD5	Eastlake/Fruitvale
38TH AV	INTERNATIONAL BLVD	FOOTHILL BLVD	0.34	CCD5	Eastlake/Fruitvale
38TH AV	FOOTHILL BLVD	BRIDGE START	1.13	CCD4	Eastlake/Fruitvale
38TH AV	BRIDGE END	MACARTHUR BLVD	0.15	CCD4	Eastlake/Fruitvale
38TH AV	KANSAS ST	CALIFORNIA ST	0.13	CCD4	Glenview/ Redwood Heights
38TH AV	MACARTHUR BLVD	KANSAS ST	0.09	CCD4	Glenview/ Redwood Heights
39TH AV	FOOTHILL BLVD	WEST END	0.42	CCD5	Eastlake/Fruitvale
39TH AV	SELKIRK ST	VICTOR AV	0.13	CCD4	Glenview/ Redwood Heights
39TH AV	VICTOR AV	MACARTHUR BLVD	0.55	CCD4	Glenview/ Redwood Heights
39TH AV	ALISO AV	SELKIRK ST	0.18	CCD4	Glenview/ Redwood Heights
39TH ST	SOUTH END	WEST ST	0.17	CCD1	North Oakland/Adams Point
3RD ST	UNION ST	LINDEN ST	0.25	CCD3	West Oakland
40TH ST	M L KING WAY	WEST ST	0.14	CCD1	North Oakland/Adams Point
40TH ST	WEST ST	MARKET ST	0.16	CCD1	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
40TH ST	MARKET ST	YERBA BUENA AV	0.10	CCD1	North Oakland/Adams Point
40TH STREET WY	HOWE ST	BROADWAY	0.16	CCD1	North Oakland/Adams Point
41ST AV	SAN LEANDRO ST	EAST END	0.06	CCD5	Eastlake/Fruitvale
41ST AV	E 12 ST	FOOTHILL BLVD	0.36	CCD5	Eastlake/Fruitvale
41ST AV	FOOTHILL BLVD	MERA ST	0.12	CCD5	Eastlake/Fruitvale
41ST ST	CITY LIMIT	LINDEN ST	0.06	CCD1	North Oakland/Adams Point
42ND AV	FOOTHILL BLVD	SANTA RITA ST	0.44	CCD5	Eastlake/Fruitvale
42ND AV	INTERNATIONAL BLVD	PVMT CHNG	0.20	CCD5	Eastlake/Fruitvale
42ND AV	PVMT CHNG	FOOTHILL BLVD	0.06	CCD5	Eastlake/Fruitvale
42ND ST	TELEGRAPH AV	M L KING JR WAY	0.22	CCD1	North Oakland/Adams Point
42ND ST	BROADWAY	TELEGRAPH AV	0.53	CCD1	North Oakland/Adams Point
42ND ST	M L KING WAY	LINDEN ST	0.46	CCD1	North Oakland/Adams Point
42ND ST	LINDEN ST	CITY LIMIT	0.04	CCD1	North Oakland/Adams Point
43RD ST	44TH ST	TELEGRAPH AV	0.14	CCD1	North Oakland/Adams Point
44TH AV	INTERNATIONAL BLVD	BANCROFT AV	0.10	CCD5	Central East Oakland
44TH AV	SAN LEANDRO ST	E 12 ST	0.11	CCD5	Central East Oakland
44TH AV	E 12 ST	INTERNATIONAL BLVD	0.07	CCD5	Central East Oakland
44TH ST	43 ST	TELEGRAPH AV	0.10	CCD1	North Oakland/Adams Point
44TH ST	CITY LIMIT	LINDEN ST	0.03	CCD1	North Oakland/Adams Point
44TH ST	SHAFTER	EAST END (GATED)	0.04	CCD1	North Oakland/Adams Point
44TH ST	TELEGRAPH AV	SHAFTER AV	0.26	CCD1	North Oakland/Adams Point
45TH AV	COLISEUM WAY	EAST END	0.07	CCD5	Central East Oakland
45TH AV	MELROSE AV	THOMPSON ST	0.12	CCD5	Central East Oakland
45TH AV	YGNACIO AV	MELROSE AV	0.07	CCD5	Central East Oakland
45TH AV	SAN LEANDRO ST	INTERNATIONAL BLVD	0.20	CCD5	Central East Oakland
45TH ST	M L KING WAY	TELEGRAPH AV	0.23	CCD1	North Oakland/Adams Point
45TH ST	MARKET ST	M L KING JR WAY	0.31	CCD1	North Oakland/Adams Point
46TH AV	BOND ST	FOOTHILL BLVD	0.06	CCD5	Central East Oakland
46TH AV	BANCROFT AV	BOND ST	0.07	CCD5	Central East Oakland
46TH AV	MELROSE AV	YGNACIO AV	0.07	CCD5	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
46TH AV	INTERNATIONAL BLVD	BANCROFT AV	0.10	CCD5	Central East Oakland
46TH AV	COLISEUM WAY	EAST END	0.08	CCD5	Central East Oakland
46TH ST	SHATTUCK AV	47 ST	0.13	CCD1	North Oakland/Adams Point
47TH AV	INTERNATIONAL BLVD	FOOTHILL BLVD	0.22	CCD5	Central East Oakland
47TH AV	SAN LEANDRO ST	INTERNATIONAL BLVD	0.24	CCD5	Central East Oakland
48TH AV	INTERNATIONAL BLVD	E 12 ST	0.14	CCD5	Central East Oakland
48TH AV	VICKSBURG AV	FOOTHILL BLVD	0.39	CCD4	Central East Oakland
48TH AV	FOOTHILL BLVD	INTERNATIONAL BLVD	0.22	CCD5	Central East Oakland
48TH ST	TELEGRAPH AV	SHAFTER ST	0.22	CCD1	North Oakland/Adams Point
48TH ST	NORTH END	TELEGRAPH AV	0.12	CCD1	North Oakland/Adams Point
49TH AV	SAN LEANDRO ST	WEST END	0.07	CCD5	Central East Oakland
4TH AV	E 10 ST	E 11 ST	0.07	CCD2	Eastlake/Fruitvale
4TH AV	E 11 ST	E 12 ST	0.07	CCD2	Eastlake/Fruitvale
4TH ST	CASTRO ST	MARKET ST	0.13	CCD3	West Oakland
4TH ST	WEBSTER ST	FRANKLIN ST	0.07	CCD3	Downtown
4TH ST	FRANKLIN ST	BROADWAY	0.07	CCD3	Downtown
4TH ST	BROADWAY	WASHINGTON ST	0.08	CCD3	Downtown
4TH ST	FALLON ST	OAK ST	0.07	CCD3	Downtown
50TH AV	E 10 ST	E 8 ST	0.09	CCD5	Central East Oakland
50TH AV	E 8 ST	RR TRAX	0.04	CCD5	Central East Oakland
50TH AV	COLISEUM WAY	WEST END	0.11	CCD6	Central East Oakland
50TH AV	RR TRAX	COLISEUM WAY	0.11	CCD5	Central East Oakland
50TH AV	INTERNATIONAL BLVD	E 10 ST	0.26	CCD5	Central East Oakland
50TH AV	MELROSE AV	INTERNATIONAL BLVD	0.37	CCD4	Central East Oakland
50TH AV	VICKSBURG AV	MELROSE AV	0.19	CCD4	Central East Oakland
50TH ST	CLARKE ST	WEBSTER ST	0.08	CCD1	North Oakland/Adams Point
51ST AV	SAN LEANDRO ST	E 8 ST	0.06	CCD5	Central East Oakland
51ST AV	E 12 ST	E 10 ST	0.09	CCD5	Central East Oakland
51ST AV	INTERNATIONAL BLVD	E 12 ST	0.17	CCD5	Central East Oakland
51ST ST	SHATTUCK AV	WEST END	0.04	CCD1	North Oakland/Adams Point
52ND AV	E 8 ST	SAN LEANDRO ST	0.06	CCD5	Central East Oakland
52ND ST	M L KING WAY	WEST ST	0.04	CCD1	North Oakland/Adams Point
52ND ST	WEST ST	NORTH END	0.31	CCD1	North Oakland/Adams Point
53RD AV	E 10 ST	WEST END	0.04	CCD5	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
53RD AV	E 8 ST	SAN LEANDRO ST	0.06	CCD5	Central East Oakland
53RD ST	SHATTUCK AV	SOUTH END	0.07	CCD1	North Oakland/Adams Point
54TH AV	INTERNATIONAL BLVD	E 12 ST	0.21	CCD5	Central East Oakland
54TH AV	E 12 ST	SAN LEANDRO ST	0.13	CCD5	Central East Oakland
54TH AV	SAN LEANDRO	E 8 ST	0.06	CCD5	Central East Oakland
54TH AV	WENTWORTH AV	INTERNATIONAL BLVD	0.24	CCD6	Central East Oakland
54TH ST	ADELINE ST	SAN PABLO AV	0.37	CCD1	North Oakland/Adams Point
55TH AV	BANCROFT AV	FOOTHILL BLVD	0.10	CCD6	Central East Oakland
55TH AV	BRANN ST	CAMDEN ST	0.06	CCD6	Central East Oakland
55TH ST	VICENTE WAY	TELEGRAPH AV	0.07	CCD1	North Oakland/Adams Point
55TH ST	SHATTUCK AV	M L KING JR WAY	0.28	CCD1	North Oakland/Adams Point
55TH ST	ADELINE ST	SAN PABLO AV	0.39	CCD1	North Oakland/Adams Point
55TH ST	M.L. KING WAY	ADELINE ST	0.32	CCD1	North Oakland/Adams Point
55TH ST	SAN PABLO AV	VALLEJO ST	0.15	CCD1	North Oakland/Adams Point
56TH AV	E 16 ST	INTERNATIONAL BLVD	0.14	CCD6	Central East Oakland
56TH AV	ROBERTS AV	BRANN ST	0.07	CCD6	Central East Oakland
56TH AV	BRANN ST	MACARTHUR BLVD	0.08	CCD6	Central East Oakland
56TH ST	CARBERRY AV	SHATTUCK AV	0.10	CCD1	North Oakland/Adams Point
57TH AV	FOOTHILL BLVD	INTERNATIONAL BLVD	0.61	CCD6	Central East Oakland
57TH ST	AYALA AV	TELEGRAPH AV	0.13	CCD1	North Oakland/Adams Point
57TH ST	GENOA ST	SAN PABLO AV	0.59	CCD1	North Oakland/Adams Point
57TH ST	SHATTUCK AV	DOVER ST	0.16	CCD1	North Oakland/Adams Point
58TH AV	INTERNATIONAL BLVD	WEST END	0.37	CCD5	Central East Oakland
58TH AV	MACARTHUR BLVD	ROBERTS AV	0.15	CCD6	Central East Oakland
58TH ST	TELEGRAPH AV	SHATTUCK AV	0.20	CCD1	North Oakland/Adams Point
58TH ST	HERMANN ST	TELEGRAPH AV	0.14	CCD1	North Oakland/Adams Point
58TH ST	SHATTUCK AV	MARKET ST	0.53	CCD1	North Oakland/Adams Point
59TH ST	M L KING JR WAY	DOVER ST	0.14	CCD1	North Oakland/Adams Point
59TH ST	VALLEJO ST	SAN PABLO AV	0.15	CCD1	North Oakland/Adams Point
59TH ST	SHATTUCK AV	RACINE ST	0.19	CCD1	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
59TH ST	RACINE ST	TELEGRAPH AV	0.03	CCD1	North Oakland/Adams Point
59TH ST	DOVER ST	SHATTUCK AV	0.16	CCD1	North Oakland/Adams Point
59TH ST	TELEGRAPH AV	HOWELL ST	0.18	CCD1	North Oakland/Adams Point
5TH AV	EMBARCADERO	INTERNATIONAL BLVD	0.53	CCD2	Eastlake/Fruitvale
5TH AV	INTERNATIONAL BLVD	PARK BLVD	0.61	CCD2	Eastlake/Fruitvale
5TH ST	CHESTER ST	CENTER ST	0.06	CCD3	West Oakland
5TH ST	PERALTA ST	CHESTER ST	0.15	CCD3	West Oakland
5TH ST	HARRISON ST	JACKSON ST	0.14	CCD3	Downtown
5TH ST	BROADWAY	FRANKLIN ST	0.07	CCD3	Downtown
5TH ST	MARKET ST	CASTRO ST	0.14	CCD3	West Oakland
60TH AV	AVENAL AV	MORSE DR	0.28	CCD6	Central East Oakland
60TH ST	TELEGRAPH AV	RACINE ST	0.06	CCD1	North Oakland/Adams Point
60TH ST	SHATTUCK AV	M L KING JR WAY	0.32	CCD1	North Oakland/Adams Point
60TH ST	STANFORD AV	SAN PABLO AV	0.42	CCD1	North Oakland/Adams Point
61ST AV	BRANN ST	AVENAL AV	0.43	CCD6	Central East Oakland
61ST AV	MACARTHUR BLVD	CAMDEN ST	0.13	CCD6	Central East Oakland
61ST AV	INTERNATIONAL BLVD	E 17 ST	0.13	CCD6	Central East Oakland
61ST ST	CANNING ST	HILLEGASS AV	0.37	CCD1	North Oakland/Adams Point
61ST ST	ADELINE ST	M L KING JR WAY	0.08	CCD1	North Oakland/Adams Point
62ND AV	MAURITANIA AV	MACARTHUR BLVD	0.11	CCD6	East Oakland Hills
62ND AV	OUTLOOK AV	MAURITANIA AV	0.14	CCD6	East Oakland Hills
62ND ST	RACINE ST	DOVER ST	0.35	CCD1	North Oakland/Adams Point
62ND ST	DOVER ST	CITY LIMIT	0.03	CCD1	North Oakland/Adams Point
63RD AV	CAMDEN ST	MACARTHUR BLVD	0.16	CCD6	Central East Oakland
63RD AV	HILTON ST	BANCROFT AV	0.30	CCD6	Central East Oakland
63RD AV	BANCROFT AV	FOOTHILL BLVD	0.07	CCD6	Central East Oakland
63RD ST	CITY LIMIT	DOVER ST	0.03	CCD1	North Oakland/Adams Point
63RD ST	SHATTUCK AV	RACINE ST	0.16	CCD1	North Oakland/Adams Point
63RD ST	DOVER ST	SHATTUCK AV	0.18	CCD1	North Oakland/Adams Point
63RD ST	CITY LIMIT	MARKET ST	0.06	CCD1	North Oakland/Adams Point
63RD ST	MARKET ST	SAN PABLO AV	0.40	CCD1	North Oakland/Adams Point
64TH AV	MACARTHUR BLVD	OUTLOOK AV	0.22	CCD6	East Oakland Hills

Street	From	To	Miles	CCD	Planning Area
64TH AV PL	MACARTHUR BLVD	EAST END	0.12	CCD6	East Oakland Hills
65TH AV	MACARTHUR BLVD	OUTLOOK AV	0.23	CCD6	East Oakland Hills
65TH AV	BANCROFT AV	AVENAL AV	0.31	CCD6	Central East Oakland
65TH ST	S. CITY LIMIT	CITY LIMIT	0.31	CCD1	North Oakland/Adams Point
65TH ST	WHEELER ST	CITY LIMIT	0.28	CCD1	North Oakland/Adams Point
66TH AV	INTERNATIONAL BLVD	LUCILLE ST	0.18	CCD6	Central East Oakland
66TH AV	FENHAM ST	LION WY	0.08	CCD6	Central East Oakland
66TH AV	LION WY	RR TRACK	0.17	CCD6	Central East Oakland
66TH AV	RR TRACK	RR TRACK	0.12	CCD7	Central East Oakland
66TH AV	RR TRACK	COLISEUM WAY	0.17	CCD7	Central East Oakland
66TH AV	COLISEUM WAY	END BRIDGE	0.14	CCD6	Central East Oakland
66TH AV	BEGIN BRIDGE	OAKPORT	0.13	CCD7	Coliseum/Airport
66TH AV	LUCILLE ST	FENHAM ST	0.11	CCD6	Central East Oakland
66TH AV	660 FT	1320 FT	0.13	CCD6	Central East Oakland
66TH ST	CITY LIMIT	SAN PABLO AV	0.13	CCD1	North Oakland/Adams Point
66TH ST	TELEGRAPH AV	SHATTUCK AV	0.32	CCD1	North Oakland/Adams Point
67TH AV	BRANN ST	FOOTHILL BLVD	0.05	CCD6	Central East Oakland
67TH ST	SAN PABLO AV	N. CITY LIMIT	0.15	CCD1	North Oakland/Adams Point
67TH ST	SAN PABLO AV	S. CITY LIMIT	0.13	CCD1	North Oakland/Adams Point
68TH AV	INTERNATIONAL BLVD	FOOTHILL BLVD	0.92	CCD6	Central East Oakland
69TH AV	INTERNATIONAL BLVD	SAN LEANDRO ST	0.61	CCD6	Central East Oakland
6TH AV	E 20 ST	INTERNATIONAL BLVD	0.40	CCD2	Eastlake/Fruitvale
6TH ST	FALLON ST	OAK ST	0.07	CCD2	Downtown
6TH ST	NORTH END	WEBSTER ST	0.10	CCD2	Downtown
6TH ST	BROADWAY	WASHINGTON ST	0.08	CCD3	Downtown
6TH ST	WASHINGTON ST	JEFFERSON ST	0.14	CCD3	Downtown
70TH AV	INTERNATIONAL BLVD	WELD ST	0.42	CCD6	Central East Oakland
70TH AV	SNELL ST	HAWLEY ST	0.12	CCD7	Central East Oakland
71ST AV	HAWLEY ST	SNELL ST	0.12	CCD7	Central East Oakland
71ST AV	ORRAL ST	INTERNATIONAL BLVD	0.22	CCD6	Central East Oakland
73RD AV	INTERNATIONAL BLVD	ARTHUR ST	0.47	CCD6	Central East Oakland
73RD AV	FRESNO ST	MACARTHUR BLVD	0.53	CCD6	Central East Oakland
73RD AV (EB)	ARTHUR ST	FRESNO ST	0.08	CCD6	Central East Oakland
73RD AV (WB)	FRESNO ST	ARTHUR ST	0.08	CCD6	Central East Oakland
75TH AV	MACARTHUR BLVD	BANCROFT AV	0.34	CCD6	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
75TH AV	HILLMONT DR	NEY AV	0.16	CCD6	East Oakland Hills
75TH AV	BANCROFT AV	WEST END	0.06	CCD6	Central East Oakland
75TH AV	INTERNATIONA L BLVD	RUUDSDALE ST	0.17	CCD7	Central East Oakland
75TH AV	SPENCER ST	SNELL ST	0.24	CCD7	Central East Oakland
75TH AV	RUUDSDALE ST	SPENCER ST	0.25	CCD7	Central East Oakland
76TH AV	BANCROFT AV	WEST END	0.05	CCD6	Central East Oakland
76TH AV	HOLLY ST	INTERNATIONA L BLVD	0.28	CCD6	Central East Oakland
76TH AV	INTERNATIONA L BLVD	RUUDSDALE ST	0.18	CCD7	Central East Oakland
76TH AV	RUUDSDALE ST	SPENCER ST	0.25	CCD7	Central East Oakland
76TH AV	SPENCER ST	HAWLEY ST	0.13	CCD7	Central East Oakland
77TH AV	BANCROFT AV	KRAUSE AV	0.14	CCD6	Central East Oakland
78TH AV	WEST END	BANCROFT AV	0.02	CCD6	Central East Oakland
78TH AV	INTERNATIONA L BLVD	EAST END	0.45	CCD6	Central East Oakland
79TH AV	EAST END	PLYMOUTH ST	0.09	CCD6	Central East Oakland
79TH AV	BANCROFT AV	EAST END	0.34	CCD6	Central East Oakland
79TH AV	RUUDSDALE ST	WEST END	0.07	CCD7	Central East Oakland
7TH AV	E 15 ST	E 8 ST	0.35	CCD2	Eastlake/Fruitvale
7TH AV	PARK BLVD	E 15 ST	0.74	CCD2	Eastlake/Fruitvale
7TH ST	PERALTA ST	MANDELA PKWY	0.26	CCD3	West Oakland
7TH ST	MARITIME ST	PVMT CHNG	0.23	CCD3	West Oakland
7TH ST	FILBERT ST	CASTRO ST	0.30	CCD3	West Oakland
7TH ST	M.L. KING WAY	FALLON ST	0.87	CCD2	Downtown
80TH AV	ATHERTON ST	OLIVE ST	0.12	CCD6	Central East Oakland
80TH AV	INTERNATIONA L BLVD	PLYMOUTH ST	0.31	CCD6	Central East Oakland
81ST AV	INTERNATIONA L BLVD	ATHERTON ST	0.63	CCD6	Central East Oakland
81ST AV	SAN LEANDRO ST	300 M	0.19	CCD7	Central East Oakland
81ST AV	300 M	RUUDSDALE ST	0.27	CCD7	Central East Oakland
81ST AV	RUUDSDALE ST	B ST	0.14	CCD7	Central East Oakland
81ST AV	B ST	INTERNATIONA L BLVD	0.17	CCD7	Central East Oakland
81ST AV	DOWLING ST	HILLSIDE ST	0.08	CCD6	Central East Oakland
82ND AV	UTAH ST	MACARTHUR BLVD	0.26	CCD6	East Oakland Hills
82ND AV	INTERNATIONA L BLVD	WEST END	0.40	CCD7	Central East Oakland
83RD AV	BANCROFT AV	HILLSIDE ST	0.19	CCD6	Central East Oakland
83RD AV	MACARTHUR BLVD	WEST END	0.15	CCD6	Central East Oakland
83RD AV	E ST	INTERNATIONA L BLVD	0.42	CCD7	Central East Oakland
84TH AV	MACARTHUR BLVD	IRIS ST	0.08	CCD7	Central East Oakland
84TH AV	HILLSIDE ST	E ST	1.15	CCD6	Central East Oakland
84TH AV	G ST	EAST END	0.08	CCD7	Central East Oakland
85TH AV	SAN LEANDRO ST	G ST	0.24	CCD7	Central East Oakland
85TH AV	G ST	E ST	0.13	CCD7	Central East Oakland
85TH AV	INTERNATIONA L BLVD	EAST END	0.71	CCD6	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
85TH AV	E ST	INTERNATIONA L BLVD	0.42	CCD7	Central East Oakland
86TH AV	E ST	G ST	0.13	CCD7	Central East Oakland
88TH AV	BANCROFT AV	MACARTHUR BLVD	0.30	CCD7	Central East Oakland
88TH AV	G ST	INTERNATIONA L BLVD	0.54	CCD7	Central East Oakland
89TH AV	E ST	G ST	0.13	CCD7	Central East Oakland
89TH AV	MACARTHUR BLVD	HILLSIDE ST	0.11	CCD7	Central East Oakland
89TH AV	INTERNATIONA L BLVD	E ST	0.41	CCD7	Central East Oakland
8TH ST	BROADWAY	M L KING JR WAY	0.29	CCD3	Downtown
8TH ST	HARRISON ST	BROADWAY	0.22	CCD2	Downtown
90TH AV	MACARTHUR BLVD	BANCROFT AV	0.28	CCD7	Central East Oakland
90TH AV	BANCROFT AV	PLYMOUTH ST	0.34	CCD7	Central East Oakland
90TH AV	PLYMOUTH ST	INTERNATIONA L BLVD	0.20	CCD7	Central East Oakland
90TH AV	INTERNATIONA L BLVD	G ST	0.53	CCD7	Central East Oakland
92ND AV	INTERNATIONA L BLVD	HOLLY ST	0.07	CCD7	Central East Oakland
92ND AV	HOLLY ST	BANCROFT AV	0.47	CCD7	Central East Oakland
92ND AV	SAN LEANDRO	F ST	0.26	CCD7	Central East Oakland
94TH AV	BURR ST	THERMAL ST	0.11	CCD7	East Oakland Hills
98TH AV	GOLF LINKS RD	STANLEY AVE	0.09	CCD7	East Oakland Hills
98TH AV	STANLEY AVE	THERMAL ST	0.35	CCD7	East Oakland Hills
99TH AV	MACARTHUR BLVD	BANCROFT AV	0.18	CCD7	Central East Oakland
9TH AV	E 21 ST	E 28 ST	0.42	CCD2	Eastlake/Fruitvale
9TH ST	WEBSTER ST	HARRISON ST	0.07	CCD2	Downtown
A ST	98 AV	92 AV	0.33	CCD7	Central East Oakland
A ST	92 AV	83 AV	0.50	CCD7	Central East Oakland
A ST	83 AV	82 AV	0.05	CCD7	Central East Oakland
ACACIA AV	BUENA VISTA AV	GOLDEN GATE AV	0.07	CCD1	North Oakland/Adams Point
ACACIA AV	GOLDEN GATE AV	COUNTRY CLUB DR	0.45	CCD1	North Oakland/Adams Point
ACALANES DR	105 AV	CATRON DR	0.49	CCD7	Central East Oakland
ADELINE ST	CITY LIMIT	54 ST	0.55	CCD1	North Oakland/Adams Point
ADELINE ST	54 ST	61 ST	0.55	CCD1	North Oakland/Adams Point
ADELINE ST	3 ST	7 ST	0.20	CCD3	West Oakland
ADELINE ST	19 ST	W GRAND AV	0.16	CCD3	West Oakland
ADELINE ST	W GRAND AV	24 ST	0.12	CCD3	West Oakland
ADELINE ST	24 ST	36 ST	0.72	CCD3	West Oakland
ADELL CT	MACARTHUR BLVD	MONTANA ST	0.09	CCD5	Glenview/ Redwood Heights
AGUA VISTA ST	HIGH ST	38 AV	0.31	CCD4	Eastlake/Fruitvale
AIRPORT ACCESS	DOOLITTLE RD	98TH AVE	0.14	CCD7	Coliseum/Airport
ALBERT ST	MADRONE AV	SOUTH END	0.13	CCD4	Glenview/ Redwood Heights

Street	From	To	Miles	CCD	Planning Area
ALCATRAZ AV	COLLEGE AV	TELEGRAPH AV	0.42	CCD1	North Oakland/Adams Point
ALCATRAZ AV	SHATTUCK	CITY LIMIT (N DOVER ST)	0.15	CCD1	North Oakland/Adams Point
ALCATRAZ AV	TELEGRAPH AV	SHATTUCK	0.29	CCD1	North Oakland/Adams Point
ALEXANDER CT	35 AV	NORTH END	0.05	CCD5	Eastlake/Fruitvale
ALHAMBRA AV	ALHAMBRA LN	GOULDIN RD	0.14	CCD4	North Oakland Hills
ALHAMBRA LN	ALHAMBRA LN	EAST END	0.11	CCD4	North Oakland Hills
ALICIA ST	MARKET ST	27 ST	0.08	CCD3	West Oakland
ALLMAN ST	BEAUMONT AV	GLEN PARK RD	0.12	CCD5	Glenview/ Redwood Heights
ALMANZA DR	CAPISTRANO DR	TOPANGA DR	0.22	CCD7	Central East Oakland
ALTA RD	PROCTOR AV	FLORENCE AV	0.14	CCD1	North Oakland Hills
ALTA VISTA AV	JEAN ST	MIRA VISTA AV	0.07	CCD2	North Oakland/Adams Point
ALTAMONT AV	SIMSON ST	HILLMONT DR	0.14	CCD6	East Oakland Hills
ALTAMONT AV	HILLMONT DR	SUNNYMERE AV	0.17	CCD6	East Oakland Hills
ALVARADO PL	ALVARADO RD	NORTH END	0.05	CCD1	North Oakland Hills
ALVARADO RD	AMITO AV	990 FT	0.29	CCD1	North Oakland Hills
ALVARADO RD	990 FT	SLATER LN	0.19	CCD1	North Oakland Hills
ALVARADO RD	CITY LIMIT	CITY LIMIT	0.14	CCD1	North Oakland Hills
ALVINGROOM CT	MACARTHUR BLVD	GATE	0.06	CCD7	East Oakland Hills
AMELIA ST	SOUTH END	85 AV	0.05	CCD7	Central East Oakland
AMELIA ST	85 AV	NORTH END	0.11	CCD7	Central East Oakland
ANDOVER ST	34 ST	EAST END	0.05	CCD3	North Oakland/Adams Point
ANDREWS ST	SNAKE RD	SOUTH END	0.07	CCD4	North Oakland Hills
ANTIOCH ST	ANTIOCH CT	LUCAS AV	0.05	CCD4	North Oakland Hills
APPLE ST	WEST END	PEARMAIN ST	0.03	CCD7	Central East Oakland
APRICOT ST	BROADMOOR BV	107 AV	0.24	CCD7	Central East Oakland
ARCHMONT PL	HILLMONT DR	SUNNYMERE AV	0.07	CCD6	East Oakland Hills
ARCHMONT PL	SUNNYMERE AV	EAST END	0.01	CCD6	East Oakland Hills
ARDEN WY	ARDEN PL	WEST END	0.04	CCD4	Glenview/ Redwood Heights
ARDLEY AV	MACARTHUR BLVD	EXCELSIOR AV	0.09	CCD5	Glenview/ Redwood Heights
ARDLEY AV	E 38 ST	HAMPEL ST	0.18	CCD5	Glenview/ Redwood Heights
ARDLEY AV	E 31 ST	HWY 580 BRIDGE	0.11	CCD5	Eastlake/Fruitvale
ARGYLE ST	DUBLIN AV	KEARNEY AV	0.04	CCD4	North Oakland Hills
ARIZONA ST	35 AV	NORTH END	0.09	CCD4	Glenview/ Redwood Heights
ARMOUR DR	SNAKE RD	NORTH END	0.07	CCD4	North Oakland Hills
ARMOUR DR	THORNHILL DR	SOUTH END	0.38	CCD4	North Oakland Hills
ARTHUR ST	78 AV	HAVENSCOUR T BLVD	0.21	CCD6	Central East Oakland
ASCOT DR	MOUNTAIN BLVD	CHELTON DR	0.41	CCD4	North Oakland Hills
ASCOT LN	ASCOT DR	SOUTH END	0.05	CCD4	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
ASHTON AV	MADDUX DR	JONES AV	0.21	CCD7	Coliseum/Airport
ASPINWALL RD	THORNHILL RD	GOULDIN RD	0.47	CCD4	North Oakland Hills
ATHERTON ST	81 AV	80 AV	0.06	CCD6	Central East Oakland
ATHOL AV	MACARTHUR BLVD	E 18 ST	0.90	CCD2	Eastlake/Fruitvale
ATWELL AV	BONA ST	LYNDE ST	0.09	CCD5	Eastlake/Fruitvale
AUSEON AV	BANCROFT AV	EAST END	0.14	CCD7	Central East Oakland
AVENAL AV	SEMINARY AV	62 AV	0.16	CCD6	Central East Oakland
AVENAL AV	BANCROFT AV	SEMINARY AV	0.09	CCD6	Central East Oakland
AVENAL AV	62 AV	HAVENSCOUR T BLVD	0.25	CCD6	Central East Oakland
AVON ST	MILES AV	SHAFTER AV	0.09	CCD1	North Oakland/Adams Point
AZALEA LN	SARONI DR	SOUTH END	0.02	CCD4	North Oakland Hills
AZTEC WY	DRAKE DR	ASILOMAR DR	0.05	CCD4	North Oakland Hills
B ST	80 AV	81 AV	0.07	CCD7	Central East Oakland
B ST	83 AV	85 AV	0.12	CCD7	Central East Oakland
B ST	86 AV	92 AV	0.32	CCD7	Central East Oakland
B ST	92 AV	98 AV	0.33	CCD7	Central East Oakland
B ST	98 AV	100 AV	0.15	CCD7	Central East Oakland
BAGSHOTTE DR	WESTOVER DR	CHELTON DR	0.22	CCD4	North Oakland Hills
BALDWIN ST	85 AV	BALDWIN ST	0.35	CCD7	Coliseum/Airport
BALFOUR AV	ROSAL AV	ROSAL AV	0.10	CCD2	Glenview/ Redwood Heights
BANCROFT AV	75 AV	73 AV	0.10	CCD6	Central East Oakland
BANCROFT AV	42 AV	HIGH ST	0.09	CCD5	Eastlake/Fruitvale
BANCROFT PL	WEST END	PANORAMIC WY	0.12	CCD1	North Oakland Hills
BARNER AV	ALIDA ST	MORGAN AV	0.20	CCD4	Glenview/ Redwood Heights
BARRETT ST	PERALTA OAKS DR	SHELDON ST	0.10	CCD7	East Oakland Hills
BARROWS RD	CREED RD	TRESTLE GLEN RD	0.19	CCD2	Glenview/ Redwood Heights
BAXTER ST	GALINDO ST	EAST END	0.05	CCD5	Eastlake/Fruitvale
BAYO ST	MAYBELLE AV	PATTERSON AV	0.20	CCD4	Glenview/ Redwood Heights
BAYO VISTA AV	OAKLAND AV	HARRISON ST	0.06	CCD1	North Oakland/Adams Point
BAYVIEW AV	E 28 ST	13 AV	0.30	CCD2	Eastlake/Fruitvale
BEACON ST	MACARTHUR BLVD	LAKESHORE AV	0.18	CCD2	Eastlake/Fruitvale
BEATIE ST	7 AV	8 AV	0.08	CCD2	Eastlake/Fruitvale
BEAUMONT AV	PARK BLVD	E 38 ST	0.09	CCD5	Glenview/ Redwood Heights
BEAUMONT AV	E 38 ST	MACARTHUR BLVD	0.26	CCD5	Glenview/ Redwood Heights
BEAUMONT AV	MACARTHUR BLVD	E 31 ST	0.11	CCD5	Eastlake/Fruitvale
BELFAST AV	MOUNTAIN BLVD	BERMUDA AV	0.07	CCD6	East Oakland Hills
BELFAST AV	BERMUDA AV	EAST END	0.08	CCD6	East Oakland Hills
BELL WAVER WY	BALMORAL DR	WEST END	0.12	CCD6	East Oakland Hills
BELLA VISTA AV	13 AV	E 28 ST	0.20	CCD2	Eastlake/Fruitvale
BELLEVUE AV	GRAND AV	PALM AV	1.07	CCD3	Downtown
BELMONT ST	STATEN AV	PERKINS ST	0.11	CCD3	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
BELVEDERE ST	FOOTHILL BLVD	TRASK ST	0.23	CCD4	Central East Oakland
BENEVIDES AV	EL CENTRO AV	EAST END	0.10	CCD5	Glenview/ Redwood Heights
BENTON ST	WOODRUFF AV	RANDOLPH AV	0.04	CCD5	Glenview/ Redwood Heights
BERMUDA AV	MOUNTAIN BLVD	BELFAST AV	0.10	CCD6	East Oakland Hills
BERNEVES CT	MOUNTAIN BLVD	EAST END	0.04	CCD6	East Oakland Hills
BERNHARDT DR	ST ELMO DR	SOUTH END	0.38	CCD7	Central East Oakland
BESITO AV	DRURY RD	SOUTH END	0.17	CCD1	North Oakland Hills
BIEHS CT	HARBORD DR	EAST END	0.05	CCD1	North Oakland Hills
BIENTATI WY	FRUITVALE AV	DIMOND AV	0.06	CCD4	Glenview/ Redwood Heights
BIRDSALL AV	MONTICELLO AV	REDDING ST	0.20	CCD6	Central East Oakland
BLAINE ST	85 AV	86 AV	0.06	CCD7	Central East Oakland
BODEN WY	BEACON ST	LAKESHORE AV	0.15	CCD2	Eastlake/Fruitvale
BOEHMER ST	37 AV	36 AV	0.06	CCD5	Eastlake/Fruitvale
BOND ST	FREMONT ST	HIGH ST	0.31	CCD5	Central East Oakland
BOOKER ST	7 AV	IVY DR	0.07	CCD2	Eastlake/Fruitvale
BOSTON AV	MACARTHUR BLVD	BRIDGE	0.13	CCD4	Eastlake/Fruitvale
BOSTON AV	EAST END	MACARTHUR BLVD	0.09	CCD4	Glenview/ Redwood Heights
BOULDER AV	LEONA DR	WEST END	0.06	CCD6	East Oakland Hills
BOWLES PL	SUNNYHILLS RD	SOUTH END	0.08	CCD2	Glenview/ Redwood Heights
BOYD AV	FOREST ST	CAVOUR ST	0.43	CCD1	North Oakland/Adams Point
BOYER ST	54 ST	53 ST	0.05	CCD1	North Oakland/Adams Point
BRANDON ST	PIEDMONT AV	ROSE ST	0.24	CCD1	North Oakland/Adams Point
BRANN ST	67 AV	61 AV	0.38	CCD6	Central East Oakland
BRANN ST	55 AV	MORCOM AV	0.13	CCD6	Central East Oakland
BRIDGE AV	FOOTHILL BLVD	E 16 ST	0.20	CCD5	Eastlake/Fruitvale
BRIGHTON AV	PARK BLVD	GREENWOOD AV	0.07	CCD5	Glenview/ Redwood Heights
BRIGHTON AV	EXCELSIOR AV	MACARTHUR BLVD	0.09	CCD5	Glenview/ Redwood Heights
BRIGHTON AV	E 38 ST	PARK BLVD	0.14	CCD5	Glenview/ Redwood Heights
BROADWAY	PATTON ST	BROOKSIDE AV	0.19	CCD1	North Oakland/Adams Point
BROADWAY	BROOKSIDE AV	FRWY 13 ENTR	0.79	CCD1	North Oakland/Adams Point
BROADWAY	400 FT W/O MACARTHUR BV	MACARTHUR BLVD	0.07	CCD3	North Oakland/Adams Point
BROADWAY	30 ST	400 FT W/O MACARTHUR BV	0.38	CCD3	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
BROADWAY	GRAND AV	30 ST	0.55	CCD3	North Oakland/Adams Point
BROADWAY	MACARTHUR BLVD	42 ST	0.52	CCD1	North Oakland/Adams Point
BROADWAY TER	FREEWAY OVERPAS	PVMT CHNG	0.14	CCD1	North Oakland Hills
BROADWAY TER	DUNCAN WAY	PINEHAVEN RD	1.14	CCD4	North Oakland Hills
BROADWAY TER	PINEHAVEN RD	SKYLINE BLVD	0.53	CCD1	North Oakland Hills
BROADWAY TER	PVT CH	FREEWAY OVERPAS	0.71	CCD1	North Oakland/Adams Point
BROCKHURST ST	MARKET ST	SAN PABLO AV	0.10	CCD3	West Oakland
BROOKDALE AV	MONTICELLO AV	KINGLAND AV	0.25	CCD4	Central East Oakland
BROOKDALE AV	FRUITVALE AV	35 AV	0.62	CCD5	Eastlake/Fruitvale
BROOKDALE AV	HIGH ST	MONTICELLO AV	0.38	CCD6	Central East Oakland
BROOKFIELD AV	MARLOW DR	MIDDLETON ST	0.13	CCD7	East Oakland Hills
BROOKLYN AV	LAKESHORE AV	PARK BLVD	0.51	CCD2	Eastlake/Fruitvale
BRUNELL PL	BRUNELL DR	EAST END	0.04	CCD4	East Oakland Hills
BRUSH ST	3 ST	WEST END	0.10	CCD3	West Oakland
BRUSH ST	W GRAND AV	20 ST	0.15	CCD3	West Oakland
BRUSH ST	20 ST	6 ST	0.73	CCD3	West Oakland
BUCKEYE AV	MANDALAY RD	HARBORD DR	0.24	CCD1	North Oakland Hills
BUENA VENTURA AV	LUNDHOLM AV	SIMSON ST	0.38	CCD6	East Oakland Hills
BUENA VISTA AV	HILL RD	BROADWAY TERR	0.16	CCD1	North Oakland/Adams Point
BULLARD DR	ESTATES DR	ESTATES DR	0.36	CCD4	North Oakland Hills
BURK ST	EUCLID AV	LAGUNITAS AV	0.12	CCD3	North Oakland/Adams Point
BURR ST	NORTH END	TRUMAN	0.11	CCD7	East Oakland Hills
BUTTERS DR	330 FT	CRESTMONT DR	0.03	CCD4	East Oakland Hills
BYRON AV	MACARTHUR BLVD	106 AV	0.21	CCD7	Central East Oakland
C ST	102 AV	100 AV	0.10	CCD7	Central East Oakland
C ST	100 AV	98 AV	0.15	CCD7	Central East Oakland
C ST	98 AV	92 AV	0.33	CCD7	Central East Oakland
CABOT DR	MOUNTAIN BLVD	NORTH END	0.30	CCD4	North Oakland Hills
CABRILLO PL	MENDOZA DR	WEST END	0.04	CCD4	North Oakland Hills
CAIRO RD	EMPIRE RD	HEGENBERGE R LP	0.06	CCD7	Coliseum/Airport
CAIRO RD	CORAL RD	EMPIRE RD	0.21	CCD7	Coliseum/Airport
CALCOT PL	E 11 ST	WEST END	0.24	CCD5	Eastlake/Fruitvale
CALCOT PL	E 11 ST	MILLER PL	0.02	CCD5	Eastlake/Fruitvale
CALDWELL RD	GLENARMS DR	MONZAL AV	0.14	CCD1	North Oakland Hills
CALIFORNIA ST	PATTERSON AV	38 AV	0.03	CCD4	Glenview/ Redwood Heights
CALMAR AV	CARLSTON AV	MANDANA BLVD	0.59	CCD2	Glenview/ Redwood Heights
CALODEN ST	GOLF LINKS RD	MALCOLM AV	0.12	CCD7	East Oakland Hills
CAMDEN ST	55 AV	BIRDSALL AV	0.30	CCD6	Central East Oakland
CAMDEN ST	SEMINARY AV	BRANN ST	0.37	CCD6	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
CAMELFORD CT	CAMELFORD PL	EAST END	0.06	CCD4	North Oakland Hills
CAMELLIA PL	CHARLESTON ST	EAST END	0.13	CCD4	Glenview/ Redwood Heights
CAMERON AV	MALCOLM AV	OVERMOOR ST	0.24	CCD7	East Oakland Hills
CAMINO LENADA ST	ASCOT DR	SOUTH END	0.22	CCD4	North Oakland Hills
CAMISA CIR	OAK HILL RD	WEST END	0.03	CCD7	East Oakland Hills
CAMPBELL ST	W GRAND AV	24 ST	0.11	CCD3	West Oakland
CAMPBELL ST	16 ST	20 ST	0.22	CCD3	West Oakland
CAMPBELL ST	10 ST	14 ST	0.24	CCD3	West Oakland
CAMPBELL ST	7 ST	8 ST	0.08	CCD3	West Oakland
CAMPBELL ST	14 ST	16 ST	0.11	CCD3	West Oakland
CAMPBELL ST	8 ST	10 ST	0.14	CCD3	West Oakland
CAMPUS DR	HIGH KNOLL DR	PAVEMENT CHG	0.56	CCD6	East Oakland Hills
CANON AV	PVMT CHNG	WELLINGTON ST	0.10	CCD5	Glenview/ Redwood Heights
CAPELL ST	MACARTHUR BLVD	CLEVELAND ST	0.23	CCD2	Eastlake/Fruitvale
CAPISTRANO DR	ACALANES DR	TOPANGA DR	0.29	CCD7	Central East Oakland
CAPITAL ST	MERRITT AV	CLEVELAND ST	0.11	CCD2	Eastlake/Fruitvale
CAPRICORN AV	FLORENCE TERR	BROADWAY TERR	0.51	CCD4	North Oakland Hills
CARLSEN ST	LAUREL ST	WILSHIRE BV	0.25	CCD4	Glenview/ Redwood Heights
CARLSTON AV	LONGRIDGE RD	MANDANA BLVD	0.29	CCD2	Glenview/ Redwood Heights
CARLSTON AV	MANDANA BLVD	WALAVISTA AV	0.17	CCD2	Glenview/ Redwood Heights
CARMEL ST	LINCOLN AV	LAGUNA AV	0.17	CCD4	Glenview/ Redwood Heights
CARMEL ST	LAGUNA AV	PVMT CHNG	0.02	CCD4	Glenview/ Redwood Heights
CARRINGTON ST	RANSOM AV	38 AV	0.05	CCD5	Eastlake/Fruitvale
CARROLL ST	IVORY DR	E 22 ST	0.06	CCD2	Eastlake/Fruitvale
CARY AV	EDES AV	DOUGLAS AV	0.17	CCD7	Central East Oakland
CARY CT	98TH AV	EAST END	0.06	CCD7	Central East Oakland
CASTLE PARK WY	CASTLE DR	CASTLE DR	0.16	CCD4	North Oakland Hills
CASTRO ST	10 ST	18 ST	0.41	CCD3	West Oakland
CATRON DR	BERGEDO DR	ACALANES DR	0.26	CCD7	Central East Oakland
CAVOUR ST	CLAREMONT AV	MANILA AV	0.39	CCD1	North Oakland/Adams Point
CENTER ST	8 ST	7 ST	0.07	CCD3	West Oakland
CENTER ST	5 ST	3 ST	0.11	CCD3	West Oakland
CHABOT RD	GOLDENGATE AV	ROANOKE RD	0.14	CCD1	North Oakland/Adams Point
CHABOT RD	ROANOKE RD	COLLEGE AV	0.58	CCD1	North Oakland/Adams Point
CHABOT RD	COLLEGE AV	CLAREMONT AV	0.18	CCD1	North Oakland/Adams Point
CHAMBERS LN	COLTON BLVD	RIDGEWOOD WAY	0.19	CCD4	North Oakland Hills
CHANCELLOR LN	ENVR CH	CHANCELLOR PL	0.06	CCD1	North Oakland Hills
CHAPMAN ST	SOUTH END	LANCASTER ST	0.05	CCD5	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
CHAPMAN ST	LANCASTER ST	DERBY AV	0.09	CCD5	Eastlake/Fruitvale
CHAPMAN ST	DERBY AV	PETERSON ST	0.12	CCD5	Eastlake/Fruitvale
CHAPMAN ST	PETERSON ST	29 AV	0.07	CCD5	Eastlake/Fruitvale
CHARIOT LN	HANSOM DR	SURREY LN	0.06	CCD6	East Oakland Hills
CHARLESTON ST	ALIDA ST	LAGUNA AV	0.09	CCD4	Glenview/ Redwood Heights
CHARLESTON ST	LAGUNA AV	CAMELLIA PL	0.08	CCD4	Glenview/ Redwood Heights
CHATSWORTH CT	CHELTON DR	WEST END	0.09	CCD4	North Oakland Hills
CHELSEA CT	CHELSEA DR	WEST END	0.03	CCD4	North Oakland Hills
CHELSEA DR	CHELTON DR	GIRVIN DR	0.31	CCD4	North Oakland Hills
CHELTON DR	ELDERBERRY DR	EXETER DR	0.15	CCD4	North Oakland Hills
CHELTON DR	HAVERHILL DR	CHELSEA DR	0.13	CCD4	North Oakland Hills
CHENEY AV	RAND AV	WALKER AV	0.06	CCD2	North Oakland/Adams Point
CHEROKEE AV	98 AV	THERMAL ST	0.24	CCD7	East Oakland Hills
CHERRY ST	90 AV	98 AV	0.42	CCD7	Central East Oakland
CHERRY ST	99 AV	100 AV	0.06	CCD7	Central East Oakland
CHESTER ST	7 ST	8 ST	0.07	CCD3	West Oakland
CHESTER ST	5 ST	7 ST	0.09	CCD3	West Oakland
CHESTER ST	3 ST	5 ST	0.11	CCD3	West Oakland
CHESTNUT ST	WEST END	5 ST	0.19	CCD3	West Oakland
CHETWOOD ST	PVMT CHNG	SANTA CLARA AV	0.08	CCD2	North Oakland/Adams Point
CHURCH ST	FOOTHILL BLVD	BANCROFT AV	0.18	CCD6	Central East Oakland
CHURCH ST	BANCROFT AV	ARTHUR ST	0.22	CCD6	Central East Oakland
CHURCH ST	ARTHUR ST	FLORA ST	0.42	CCD6	Central East Oakland
CLARA ST	NORGREN ST	EDES AV	0.33	CCD7	Coliseum/Airport
CLAREMONT AV	CLIFTON ST	HUDSON ST	0.15	CCD1	North Oakland/Adams Point
CLAREMONT AV	HUDSON ST	N/O MYSTIC	0.66	CCD1	North Oakland/Adams Point
CLAREMONT AV	TELEGRAPH AV	CLIFTON ST	0.28	CCD1	North Oakland/Adams Point
CLAREMONT AV	CITY LIMIT	ALVARADO RD	0.82	CCD1	North Oakland Hills
CLARENDON CRES	LONGRIDGE RD	MANDANA BLVD	0.08	CCD2	Glenview/ Redwood Heights
CLARENDON CRES	ASHMOUNT AV	LONGRIDGE RD	0.28	CCD2	Glenview/ Redwood Heights
CLAREWOOD DR	HARBORD DR	BROADWAY TERR	0.81	CCD1	North Oakland Hills
CLARKE ST	40 ST	38 ST	0.14	CCD1	North Oakland/Adams Point
CLAY ST	SAN PABLO AV	15 ST	0.10	CCD3	Downtown
CLAY ST	15 ST	14 ST	0.05	CCD3	Downtown
CLAY ST	12 ST	7 ST	0.26	CCD3	Downtown
CLAY ST	14 ST	12 ST	0.11	CCD3	Downtown
CLAY ST	EMBARCADER O	WATER ST	0.05	CCD3	Downtown
CLEMENS RD	LEIMERT BV	OAKMORE RD	0.09	CCD4	Glenview/ Redwood Heights
CLEMENS RD	OAKMORE RD	LEIMERT PL	0.08	CCD4	Glenview/ Redwood Heights
COCHRANE AV	FLORENCE AV	AGNES ST	0.31	CCD1	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
COLE ST	55 AV	KINGSLAND AV	0.49	CCD4	Central East Oakland
COLGETT DR	CRESTMONT DR	SOUTH END	0.29	CCD4	East Oakland Hills
COLISEUM WY	HIGH ST	RR TR 172' S/O HIGH ST	0.03	CCD5	Central East Oakland
COLISEUM WY	RR TR 172' S/O HIGH ST	45 AV	0.09	CCD5	Central East Oakland
COLISEUM WY	45 AV	46 AV	0.09	CCD5	Central East Oakland
COLISEUM WY	46 AV	50 AV	0.23	CCD5	Central East Oakland
COLISEUM WY	50 AV	RR TR 250' S/O JULIE ANN WY	0.48	CCD6	Central East Oakland
COLISEUM WY	RR TR 250' S/O JULIE ANN WY	66 AV	0.33	CCD6	Central East Oakland
COLISEUM WY	66 AV	CREEK BRIDGE	0.61	CCD7	Coliseum/Airport
COLLINS DR	HEGENBERGE R RD	NORTH END	0.13	CCD7	Coliseum/Airport
COLOMA ST	LINCOLN AV	FRUITVALE AV	0.17	CCD4	Glenview/ Redwood Heights
COLORADOS DR	ACALANES DR	ESTEPA DR	0.15	CCD7	Central East Oakland
CONGRESS AV	HIGH ST	FOOTHILL BLVD	0.61	CCD4	Central East Oakland
CONRAD CT	SOBRANTE RD	NORTH END	0.04	CCD4	North Oakland Hills
CONTRA COSTA PL	CONTRA COSTA AV	NORTH END	0.04	CCD1	North Oakland/Adams Point
COOLIDGE AV	FOOTHILL BLVD	BROOKDALE AV	0.68	CCD5	Eastlake/Fruitvale
COOLIDGE AV	BROOKDALE AV	SCHOOL ST	0.24	CCD5	Eastlake/Fruitvale
CORTEZ CT	BALBOA DR	WEST END	0.04	CCD4	North Oakland Hills
COTTER ST	SHETLAND AV	NORTH END	0.24	CCD7	East Oakland Hills
COUNTRY CLUB DR	ACACIA AV	BROADWAY TERR	0.31	CCD1	North Oakland/Adams Point
COURTLAND AV	THOMPSON AV	FAIRFAX AV	0.24	CCD5	Central East Oakland
COURTLAND AV	REDDING ST	FLEMING AV	0.38	CCD6	Central East Oakland
COURTLAND AV	FOOTHILL BLVD	HIGH ST	0.15	CCD5	Eastlake/Fruitvale
COURTLAND AVE	HIGH ST	MELROSE AV	0.07	CCD5	Central East Oakland
COVINGTON ST	BROOKFIELD AV	NORTH END	0.49	CCD7	East Oakland Hills
CRANE WY	JOAQUINMILLE R R	JOAQUINMILL RD	0.31	CCD4	East Oakland Hills
CREIGHTON WY	VAN CLEAVE WAY	WESTFIELD WAY	0.17	CCD4	East Oakland Hills
CRESCENT ST	SANTA CLARA AV	WEST END	0.11	CCD2	North Oakland/Adams Point
CREST AV	FIELD ST	LAMP ST	0.09	CCD6	East Oakland Hills
CREST RD	LASALLE AV	SOMERSET RD	0.00	CCD4	North Oakland Hills
CRESTMONT DR	SKYLINE BLVD	REDWOOD RD	0.92	CCD4	East Oakland Hills
CROCKETT PL	JOAQUINMILLE R R	WEST END	0.09	CCD4	East Oakland Hills
CROSS RD	GOLDEN GATE AV	ROMANY RD	0.15	CCD1	North Oakland/Adams Point
CROSS RD	ROMANY RD	BROADWAY TERR	0.10	CCD1	North Oakland/Adams Point
CROXTON AV	PIEDMONT AV	RICHMOND BLVD	0.07	CCD3	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
CULVER CT	CULVER ST	WEST END	0.03	CCD4	Eastlake/Fruitvale
CULVER ST	HIGH ST	EASTMAN AV	0.13	CCD4	Eastlake/Fruitvale
CUNNINGHAM ST	DAVENPORT AV	REINHARDT DR	0.10	CCD4	Glenview/ Redwood Heights
CURRAN WY	DELAWARE ST	MONTANA ST	0.05	CCD4	Eastlake/Fruitvale
CUSTER ST	35 AV	HARRINGTON AV	0.12	CCD5	Eastlake/Fruitvale
CUTHBERT AV	SCHOOL ST	NICOL AV	0.17	CCD5	Eastlake/Fruitvale
D ST	98 AV	92 AV	0.34	CCD7	Central East Oakland
D ST	92 AV	87 AV	0.26	CCD7	Central East Oakland
D ST	87 AV	84 AV	0.18	CCD7	Central East Oakland
D ST	84 AV	82 AV	0.11	CCD7	Central East Oakland
D ST	100 AV	98 AV	0.15	CCD7	Central East Oakland
DAISY ST	BUELL ST	THOMPCKINS AV	0.10	CCD4	Glenview/ Redwood Heights
DAISY ST	DAVENPORT AV	REINHARDT DR	0.06	CCD4	Glenview/ Redwood Heights
DAKOTA ST	MIDVALE AV	NORTH END	0.04	CCD4	Eastlake/Fruitvale
DAKOTA ST	MAPLE AV	SOUTH END	0.20	CCD4	Eastlake/Fruitvale
DAMUTH ST	FRUITVALE AV	LAGUNA AV	0.36	CCD4	Glenview/ Redwood Heights
DANA ST	CITY LIMIT	65 ST	0.11	CCD1	North Oakland/Adams Point
DANBURY ST	REVERE AV	ROXBURY AV	0.08	CCD7	East Oakland Hills
DARNBY DR	CHELTON DR	CARISBROOK DR	0.20	CCD4	North Oakland Hills
DARTMOUTH DR	DRURY RD	EAST END	0.04	CCD1	North Oakland Hills
DAVENPORT AV	MOUNTAIN BLVD	DAISY ST	0.03	CCD4	Glenview/ Redwood Heights
DAVIS ST	35 AV	FRUITVALE AV	0.47	CCD5	Eastlake/Fruitvale
DAVIS ST	HARRINGTON AV	35 AV	0.12	CCD5	Eastlake/Fruitvale
DEAKIN ST	66 ST	CITY LIMIT	0.05	CCD1	North Oakland/Adams Point
DEERING CT	BONA ST	SOUTH END	0.05	CCD5	Eastlake/Fruitvale
DEERING ST	DEERING CT	COOLIDGE AV	0.14	CCD5	Eastlake/Fruitvale
DEERWOOD AV	73 AV	DASHWOOD AV	0.16	CCD6	Central East Oakland
DELAWARE ST	MAPLE AV	COOLIDGE AV	0.21	CCD4	Eastlake/Fruitvale
DELAWARE ST	35 AV	MAPLE AV	0.31	CCD4	Eastlake/Fruitvale
DELMONT AV	HILLMONT DR	SUNNYMERE AV	0.14	CCD6	East Oakland Hills
DELMONT AV	BUENAVENTURA AV	OAKDALE AV	0.22	CCD6	East Oakland Hills
DELMONT AV	SUNNYMERE AV	EAST END	0.02	CCD6	East Oakland Hills
DENNISON ST	KENNEDY ST	COTTON ST	0.04	CCD5	Eastlake/Fruitvale
DENNISON ST	COTTON ST	EMBARCADERO	0.19	CCD5	Eastlake/Fruitvale
DERBY AV	ELMWOOD AV	E 7 ST	0.04	CCD5	Eastlake/Fruitvale
DERBY AV	E 7 ST	CHAPMAN ST	0.05	CCD5	Eastlake/Fruitvale
DESMOND ST	CLIFTON ST	49 ST	0.27	CCD1	North Oakland/Adams Point
DEVON WY	NORFOLK DR	SOUTH END	0.10	CCD1	North Oakland Hills
DIAZ PL	COLTON BLVD	NORTH END	0.03	CCD4	North Oakland Hills
DICKSON CT	MOUNTAIN BLVD	EAST END	0.06	CCD7	East Oakland Hills

Street	From	To	Miles	CCD	Planning Area
DIMOND AV	NORTH END	MACARTHUR BLVD	0.20	CCD4	Glenview/ Redwood Heights
DOLORES AV	EL CENTRO AV	PARK BLVD	0.17	CCD5	Glenview/ Redwood Heights
DONCASTER PL	THORNHILL DR	WEST END	0.09	CCD4	North Oakland Hills
DOOLITTLE DR	PVT CHNG	PVT CHNG	0.65	CCD7	Coliseum/Airport
DOOLITTLE DR	CITY LIMIT	HEGENBERGE R RD	0.28	CCD7	Coliseum/Airport
DOOLITTLE DR	HEGENBERGE R RD	SWAN RD	0.39	CCD7	Coliseum/Airport
DOOLITTLE DR	LANGLEY RD	PVT CHNG	0.30	CCD7	Coliseum/Airport
DOOLITTLE DR	SWAN RD	LANGLEY RD	0.55	CCD7	Coliseum/Airport
DOOLITTLE DR	HARBOR BAY PKWY	ISLAND DR	0.51	CCD7	Coliseum/Airport
DOOLITTLE DR	ISLAND DR	CITY LIMIT	0.03	CCD7	Coliseum/Airport
DORAN DR	AITKEN DR	BANNING DR	0.11	CCD4	North Oakland Hills
DOVER ST	AILEEN ST	52 ST	0.30	CCD1	North Oakland/Adams Point
DOVER ST	CITY LIMIT	AILEEN ST	0.49	CCD1	North Oakland/Adams Point
DOWLING ST	82 AV	NORTH END	0.04	CCD6	Central East Oakland
DOWLING ST	81 AV	80 AV	0.05	CCD6	Central East Oakland
DOWNEY PL	SUNNYHILLS RD	SOUTH END	0.06	CCD2	Glenview/ Redwood Heights
DRAKE DR	ASILOMAR DR	SNAKE RD	0.33	CCD4	North Oakland Hills
DRAKE DR	MAGELLAN DR	ASILOMAR DR	0.24	CCD4	North Oakland Hills
DRAKE LN	ENVIRO CHG	EAST END	0.04	CCD4	North Oakland Hills
DRAKE LN	DRAKE DR	ENVIRO CHG	0.02	CCD4	North Oakland Hills
DRAKE PL	DRAKE DR	WEST END	0.05	CCD4	North Oakland Hills
DUNKIRK AV	GLEN ARTNEY ST	COTTER ST	0.09	CCD7	East Oakland Hills
DURANT AV	MYERS ST	INTERNATIONA L BLVD	0.71	CCD7	Central East Oakland
E 10TH ST	50 AV	54 AV	0.21	CCD5	Central East Oakland
E 10TH ST	29 AV	23 AV	0.33	CCD5	Eastlake/Fruitvale
E 10TH ST	2 AV	E 8 ST	0.41	CCD2	Eastlake/Fruitvale
E 10TH ST	DERBY AV	FRUITVALE AV	0.14	CCD5	Eastlake/Fruitvale
E 11TH ST	23 AV	LISBON AV	0.26	CCD5	Eastlake/Fruitvale
E 12TH ST	SOUTH END	46 AV	0.45	CCD5	Central East Oakland
E 12TH ST	46 AV	44 AV	0.12	CCD5	Central East Oakland
E 12TH ST	40 AV	BRIDGE START	0.09	CCD5	Eastlake/Fruitvale
E 12TH ST	BRIDGE END	HIGH ST	0.08	CCD5	Eastlake/Fruitvale
E 12TH ST	HIGH ST	44 AV	0.07	CCD5	Central East Oakland
E 12TH ST	40 AV	37 AV	0.18	CCD5	Eastlake/Fruitvale
E 12TH ST	19 AV	14 AV	0.78	CCD2	Eastlake/Fruitvale
E 12TH ST	37 AV	FRUITVALE AV	0.33	CCD5	Eastlake/Fruitvale
E 12TH ST	25 AV	23AV	0.14	CCD5	Eastlake/Fruitvale
E 12TH ST	23 AV	22 AV	0.13	CCD5	Eastlake/Fruitvale
E 12TH ST	22 AV	19 AV	0.22	CCD2	Eastlake/Fruitvale
E 12TH ST	2 AV	LAKE MERRIT BLVD	0.10	CCD2	Eastlake/Fruitvale
E 12TH ST	22 AV	19 AV	0.22	CCD5	Eastlake/Fruitvale
E 12TH ST	1 AV	2 AV	0.13	CCD2	Eastlake/Fruitvale
E 16TH ST	SEMINARY AV	57 AV	0.13	CCD6	Central East Oakland
E 16TH ST	ROSEDALE AV	SOUTH END	0.09	CCD5	Eastlake/Fruitvale
E 16TH ST	34 AV	FRUITVALE AV	0.13	CCD5	Eastlake/Fruitvale
E 16TH ST	2 AV	1 AV	0.07	CCD2	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
E 16TH ST	FRUITVALE AV	FOOTHILL BLVD	0.68	CCD5	Eastlake/Fruitvale
E 17TH ST	6 AV	14 AV	0.53	CCD2	Eastlake/Fruitvale
E 17TH ST	15 AV	16 AV	0.07	CCD2	Eastlake/Fruitvale
E 17TH ST	SEMINARY AV	55 AV	0.25	CCD6	Central East Oakland
E 18TH ST	FRUITVALE AV	NORTH END	0.07	CCD5	Eastlake/Fruitvale
E 18TH ST	34 AV	36 AV	0.15	CCD5	Eastlake/Fruitvale
E 18TH ST	14 AV	4 AV	0.67	CCD2	Eastlake/Fruitvale
E 19TH ST	PARK BLVD	14 AV	0.67	CCD2	Eastlake/Fruitvale
E 19TH ST	14 AV	19 AV	0.29	CCD2	Eastlake/Fruitvale
E 20TH ST	27 AV	14 AV	0.93	CCD2	Eastlake/Fruitvale
E 20TH ST	10 AV	7 AV	0.20	CCD2	Eastlake/Fruitvale
E 21ST ST	23 AV	MITCHELL ST	0.39	CCD5	Eastlake/Fruitvale
E 21ST ST	PARK BLVD	14 AV	0.63	CCD2	Eastlake/Fruitvale
E 21ST ST	14 AV	23 AV	0.57	CCD2	Eastlake/Fruitvale
E 22ND ST	PARK BLVD	14 AV	0.63	CCD2	Eastlake/Fruitvale
E 22ND ST	14 AV	SOUTH END	0.03	CCD2	Eastlake/Fruitvale
E 22ND ST	COOLIDGE ST	NORTH END	0.05	CCD5	Eastlake/Fruitvale
E 23RD ST	23 AV	FRUITVALE AV	0.56	CCD5	Eastlake/Fruitvale
E 23RD ST	14 AV	IVY DR	0.56	CCD2	Eastlake/Fruitvale
E 23RD ST	17 AV	23 AV	0.46	CCD2	Eastlake/Fruitvale
E 24TH ST	7 AV	8 AV	0.07	CCD2	Eastlake/Fruitvale
E 24TH ST	14 AV	19 AV	0.18	CCD2	Eastlake/Fruitvale
E 25TH ST	26 AV	PEROLY CT	0.06	CCD5	Eastlake/Fruitvale
E 26TH ST	14 AV	13 AV	0.16	CCD2	Eastlake/Fruitvale
E 27TH ST	19 AV	FRUITVALE AV	0.75	CCD5	Eastlake/Fruitvale
E 27TH ST	COOLIDGE AV	NORTH END	0.06	CCD5	Eastlake/Fruitvale
E 28TH ST	19 AV	23 AV	0.31	CCD5	Eastlake/Fruitvale
E 29TH ST	25 AV	MCKILLOP RD	0.07	CCD5	Eastlake/Fruitvale
E 29TH ST	SOUTH END	14 AV	0.39	CCD5	Eastlake/Fruitvale
E 29TH ST	SUNSET AV	FRUITVALE AV	0.13	CCD5	Eastlake/Fruitvale
E 31ST ST	14 AV	ARDLEY AV	0.24	CCD5	Eastlake/Fruitvale
E 33RD ST	PARK BLVD	ELLIOTT ST	0.12	CCD2	Eastlake/Fruitvale
E 33RD ST	13 AV	BEAUMONT AV	0.23	CCD2	Eastlake/Fruitvale
E 33RD ST	ELLIOTT ST	13 AV	0.12	CCD2	Eastlake/Fruitvale
E 33RD ST	BEAUMONT AV	14 AV	0.08	CCD5	Eastlake/Fruitvale
E 36TH ST	CHATHAM RD	BEAUMONT AV	0.11	CCD5	Glenview/ Redwood Heights
E 7TH ST	23 AV	7 ST	0.13	CCD5	Eastlake/Fruitvale
E 7TH ST	29 AV	FRUITVALE AV	0.33	CCD5	Eastlake/Fruitvale
E 7TH ST	KENNEDY ST	23 AV	0.06	CCD5	Eastlake/Fruitvale
E 8TH ST	LISBON AV	29 AV	0.12	CCD5	Eastlake/Fruitvale
E 8TH ST	FALLON ST	5TH AV	0.42	CCD2	Downtown
E 9TH ST	E 9 ST	E 12 ST	0.17	CCD5	Eastlake/Fruitvale
E 9TH ST	37 AV	FRUITVALE AV	0.27	CCD5	Eastlake/Fruitvale
E 9TH ST	FRUITVALE AV	29 AV	0.30	CCD5	Eastlake/Fruitvale
E ST	86 AV	89 AV	0.17	CCD7	Central East Oakland
E ST	92 AV	98 AV	0.33	CCD7	Central East Oakland
E ST	98 AV	107 AV	0.50	CCD7	Central East Oakland
EASTLAWN ST	63 AV	58 AV	0.24	CCD6	Central East Oakland
EASTLAWN ST	69 AV	66 AV	0.18	CCD6	Central East Oakland
EASTMAN AV	WALNUT ST	BROOKDALE AV	0.05	CCD4	Eastlake/Fruitvale
EASTWOOD CT	SHEP.CANY.RD	EAST END	0.08	CCD4	North Oakland Hills
EDEN LN	35 AV	NORTH END	0.06	CCD5	Eastlake/Fruitvale
EDES AV	85 AV	ENTERPRISE WAY	0.41	CCD7	Coliseum/Airport

Street	From	To	Miles	CCD	Planning Area
EDGE DR	HOOVER AV	WEST END	0.05	CCD4	Glenview/ Redwood Heights
EDGEMONT WY	MALCOLM AV	NORTH END	0.18	CCD7	East Oakland Hills
EDGEMOOR PL	SUNNYMERE AV	HILLMONT DR	0.17	CCD6	East Oakland Hills
EDGERLY ST	55 AV	57 AV	0.13	CCD6	Central East Oakland
EDWARDS AV	SUNKIST DR	OFF RAMP	0.24	CCD6	East Oakland Hills
EL CAMILE AV	55 AV	KINGSLAND AV	0.19	CCD6	Central East Oakland
EL CAMINITO	MOUNTAIN BLVD	CAMINO LENADA	0.13	CCD4	North Oakland Hills
EL DORADO AV	FAIRMOUNT AV	BAYO VISTA AV	0.17	CCD1	North Oakland/Adams Point
EL EMBARCADERO	GRAND AV	LAKESHORE AV	0.15	CCD2	North Oakland/Adams Point
EL MONTE AV	EAST END	GOLF LINKS RD	0.22	CCD7	East Oakland Hills
EL PASEO DR	TOPANGA DR	ESTEPA DR	0.04	CCD7	Central East Oakland
EL PASEO DR	ESTEPA DR	CAPISTRANO DR	0.24	CCD7	Central East Oakland
EL VERANO ST	LOUVAINE AV	HUNTER AV	0.12	CCD7	Central East Oakland
ELDRIDGE AV	DARIEN AV	DARIEN AV	0.17	CCD7	Central East Oakland
ELLEN ST	47 AV	45 AV	0.08	CCD5	Central East Oakland
ELLIOT ST	E 34 ST	BAYVIEW AV	0.11	CCD2	Eastlake/Fruitvale
ELM ST	HAWTHORNE AV	EAST END	0.12	CCD3	North Oakland/Adams Point
ELMAR AV	98 AV	99 AV	0.21	CCD7	Central East Oakland
ELMWOOD AV	DERBY ST	LANCASTER ST	0.09	CCD5	Eastlake/Fruitvale
ELMWOOD AV	LANCASTER ST	FRUITVALE AV	0.05	CCD5	Eastlake/Fruitvale
ELROD AV	FLORENCE AV	WEST END	0.05	CCD1	North Oakland Hills
ELSTON AV	HAMPEL ST	EXCELSIOR AV	0.27	CCD5	Glenview/ Redwood Heights
ELSTON CT	ELSTON AV	WEST END	0.03	CCD5	Glenview/ Redwood Heights
ELVESSA ST	PRIVATE ENTR	MALCOLM AV	0.21	CCD7	East Oakland Hills
ELYSIAN FIELDS DR	PVMT CHNG	GOLF LINKS RD	0.42	CCD7	East Oakland Hills
EMBARCADER	OAK ST	WEBSTER ST	0.38	CCD3	Downtown
EMBARCADERO	CLAY	M L KING JR WAY	0.14	CCD3	Downtown
EMBARCADERO	5 AV	BRIDGE	0.16	CCD2	Eastlake/Fruitvale
EMBARCADERO	PVMT CHG	OAK ST	0.15	CCD3	Downtown
EMERSON WY	PARK BLVD	PARK BLVD WAY	0.03	CCD5	Glenview/ Redwood Heights
EMPIRE CT	EMPIRE RD	EAST END	0.02	CCD7	Coliseum/Airport
EMPIRE RD	98 AV	CAIRO RD	0.30	CCD7	Coliseum/Airport
EMPIRE RD	CAIRO RD	FITZPATRICK RD	0.09	CCD7	Coliseum/Airport
ENGLEWOOD DR	ELYSIAN FIELDS	NORTH END	0.22	CCD7	East Oakland Hills
ENTRADA AV	PIEDMONT AV	SOUTH END	0.17	CCD1	North Oakland/Adams Point
ESTATES DR	CITY LIMIT	LIGGETT DR	0.12	CCD4	North Oakland Hills
ETTIE ST	32 ST	28 ST	0.13	CCD3	West Oakland
EUSTICE AV	GOLDEN GATE AV	BROOKSIDE AV	0.07	CCD1	North Oakland/Adams Point
EVERETT AV	EVERETT AV	WELLINGTON ST	0.08	CCD5	Glenview/ Redwood Heights

Street	From	To	Miles	CCD	Planning Area
EVERGREEN AV	SKYLINE BLVD	MOORE DR	0.25	CCD4	North Oakland Hills
EVERGREEN LN	SOUTH END	NORTH END	0.19	CCD1	North Oakland Hills
EXCELSIOR AV	KINGSLEY ST	MACARTHUR BLVD	0.76	CCD5	Glenview/ Redwood Heights
F ST	92 AV	SOUTH END	0.06	CCD7	Central East Oakland
FAIR AV	CUNNINGHAM ST	CARSON ST	0.18	CCD4	Glenview/ Redwood Heights
FAIR AV	CARSON ST	NORTH END	0.13	CCD4	Glenview/ Redwood Heights
FAIRBAIRN AV	HARRIOTT ST	KNOWLAND AV	0.11	CCD6	Central East Oakland
FAIRBANKS AV	KENMORE AV	SCOTT ST	0.11	CCD2	North Oakland/Adams Point
FAIRBANKS AV	VERMONT ST	WALKER AV	0.11	CCD2	North Oakland/Adams Point
FAIRBANKS AV	SCOTT ST	VERMONT ST	0.06	CCD2	North Oakland/Adams Point
FAIRLANE DR	SWAINLAND RD	MOUNTAIN BLVD	0.42	CCD1	North Oakland Hills
FAIRMOUNT AV	MACARTHUR BLVD	SANTA CLARA AV	0.06	CCD3	North Oakland/Adams Point
FAIRMOUNT AV	GARLAND ST	HARRISON ST	0.27	CCD3	North Oakland/Adams Point
FAIRWAY AV	SEQUOYAH RD	SEQUOYAH RD	0.33	CCD7	East Oakland Hills
FALLBROOK WY	MALCOLM AV	NORTH END	0.09	CCD7	East Oakland Hills
FALLON ST	EAST END	WEST END	0.23	CCD3	Downtown
FALLON ST	6 ST	7 ST	0.05	CCD2	Downtown
FARNAM ST	FRUITVALE AV	34 AV	0.12	CCD5	Eastlake/Fruitvale
FERN ST	FAIRFAX AV	BROOKDALE AV	0.15	CCD4	Central East Oakland
FLDDBROOK PL	FLDDBROOK RD	SOUTH END	0.03	CCD6	East Oakland Hills
FLDDBROOK RD	MOUNTAIN BLVD	EAST END ( FLDDBROOK PL)	0.07	CCD6	East Oakland Hills
FITZPATRICK RD	EMPIRE RD	CORAL RD	0.10	CCD7	Coliseum/Airport
FLEMING AV	KINGSLAND AV	MADERA AV	0.11	CCD6	Central East Oakland
FLEMING AV	55 AV	MORSE DR	0.04	CCD6	Central East Oakland
FLEMING AV	MORSE DR	SEMINARY AV	0.23	CCD6	Central East Oakland
FLORA ST	64 AV	HAVENSCOUR T BLVD	0.15	CCD6	Central East Oakland
FLORA ST	HAVENSCOUR T BV	68 AV	0.08	CCD6	Central East Oakland
FLORA ST	68 AV	70 AV	0.12	CCD6	Central East Oakland
FLORENCE AV	HARBORD DR	COCHRANE AV	0.17	CCD1	North Oakland Hills
FLORENCE AV	COCHRANE AV	EAST END	0.09	CCD1	North Oakland Hills
FLORENCE TER	FERNWOOD DR	DUNCAN WAY	0.03	CCD4	North Oakland Hills
FONTAINE CT	MOUNTAIN BLVD	EAST END	0.03	CCD7	East Oakland Hills
FOOTHILL BLVD	23 AV	AUSTIN ST	0.53	CCD5	Eastlake/Fruitvale
FOOTHILL BLVD	AUSTIN	FRUITVALE	0.10	CCD5	Eastlake/Fruitvale
FOOTHILL BLVD	FRUITVALE AV	35 AV	0.23	CCD5	Eastlake/Fruitvale
FOOTHILL BLVD	35 AV	HIGH ST	0.66	CCD5	Eastlake/Fruitvale
FOOTHILL BLVD	HIGH ST	55 AV	0.91	CCD4	Central East Oakland
FOOTHILL BLVD	55 AV	SEMINARY AV	0.31	CCD6	Central East Oakland
FOOTHILL BLVD	SEMINARY AV	HAVENSCOUR T BLVD	0.47	CCD6	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
FOOTHILL BLVD	HAVENSCOUR T BV	CHURCH ST	0.25	CCD6	Central East Oakland
FOOTHILL BLVD	CHURCH ST	MACARTHUR BLVD	0.30	CCD6	Central East Oakland
FOOTHILL WY	MIDDLETON ST	MIDDLETON ST	0.08	CCD7	East Oakland Hills
FOREST ST	CLAREMONT AV	AYALA AV	0.07	CCD1	North Oakland/Adams Point
FOREST ST	COLLEGE AV	CLAREMONT AV	0.29	CCD1	North Oakland/Adams Point
FORTUNE WY	SEMINARY AV	63 AV	0.21	CCD6	Central East Oakland
FOSTER AV	BERNHARDT DR	ST ELMO DR	0.13	CCD7	Central East Oakland
FOSTER CT	FOSTER CT	WEST END	0.03	CCD7	Central East Oakland
FRANCES ST	FAIRFAX AV	BROOKDALE AV	0.15	CCD4	Central East Oakland
FRANKLIN ST	5 ST	4 ST	0.05	CCD3	Downtown
FRANKLIN ST	4 ST	3 ST	0.05	CCD3	Downtown
FRANKLIN ST	3 ST	2 ST	0.05	CCD3	Downtown
FRANKLIN ST	2 ST	EMBARCADER O	0.05	CCD3	Downtown
FREMONT WY	FOOTHILL BLVD	BANCROFT AV	0.06	CCD4	Central East Oakland
FRESNO ST	CHURCH ST	73 AV	0.21	CCD6	Central East Oakland
FRESNO ST	73 AV	LEGION AV	0.06	CCD6	Central East Oakland
FRISBIE ST	HARRISON ST	FAIRMOUNT AV	0.08	CCD3	North Oakland/Adams Point
FRISBIE ST	FAIRMOUNT AV	RICHMOND BLVD	0.11	CCD3	North Oakland/Adams Point
FRUITVALE AV	HAROLD ST	MONTANA ST	0.05	CCD5	Eastlake/Fruitvale
FRUITVALE AV	ALAMEDA AV	E 9 ST	0.29	CCD5	Eastlake/Fruitvale
FRUITVALE AV	E 9 ST	SAN LEANDRO ST	0.14	CCD5	Eastlake/Fruitvale
G ST	SOUTH END	92 AV	0.07	CCD7	Central East Oakland
G ST	85 AV	NORTH END	0.10	CCD7	Central East Oakland
GALINDO ST	NORTH END	FRUITVALE AV	0.11	CCD5	Eastlake/Fruitvale
GALINDO ST	35 AV	HARRINGTON AV	0.16	CCD5	Eastlake/Fruitvale
GARDENIA PL	HILLMONT DR	SUNNYMERE AV	0.11	CCD6	East Oakland Hills
GARLAND AV	HARRISON ST	FAIRMOUNT AV	0.07	CCD3	North Oakland/Adams Point
GARNET ST	EMERALD ST	BROADWAY	0.07	CCD1	North Oakland/Adams Point
GENOA ST	WEST END	AILEEN ST	0.36	CCD1	North Oakland/Adams Point
GERANIUM PL	STAUFFER PL	MOUNTAIN BLVD	0.44	CCD6	East Oakland Hills
GHORMLEY AV	MADDUX DR	BERNHARDT	0.37	CCD7	Central East Oakland
GLASCOCK ST	29 AV	PETERSON ST	0.09	CCD5	Eastlake/Fruitvale
GLASCOCK ST	PETERSON ST	DERBY ST	0.12	CCD5	Eastlake/Fruitvale
GLEN ARTNEY ST	SHETLAND AV	DUNKIRK AV	0.08	CCD7	East Oakland Hills
GLEN ARTNEY ST	SHETLAND AV	SOUTH END	0.40	CCD7	East Oakland Hills
GLEN AV	ENTRADA AV	WEST END	0.04	CCD1	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
GLEN AV	ECHO AV	BRANDON ST	0.14	CCD1	North Oakland/Adams Point
GLEN PARK RD	CHATHAM RD	38 ST	0.18	CCD5	Glenview/ Redwood Heights
GLEN PARK RD	38 ST	PARK BLVD	0.19	CCD5	Glenview/ Redwood Heights
GLENARMS DR	NORTH END	CALDWELL RD	0.17	CCD1	North Oakland Hills
GLENCOURT DR	SARONI DR	ARROWHEAD DR	0.17	CCD4	North Oakland Hills
GLENEDEN AV	SOUTH END	PIEDMONT AV	0.17	CCD1	North Oakland/Adams Point
GLENFIELD AV	WOODRUFF AV	PARK BLVD	0.09	CCD5	Glenview/ Redwood Heights
GLENVIEW AV	RAND AV	WARFIELD AV	0.08	CCD2	North Oakland/Adams Point
GLENWOOD AV	PIEDMONT AV	SOUTH END	0.04	CCD1	North Oakland/Adams Point
GLENWOOD GLADE	DUNCAN WAY	BROADWAY TERR	0.40	CCD4	North Oakland Hills
GOLDEN GATE AV	CHABOT RD	ACACIA AV	0.49	CCD1	North Oakland/Adams Point
GOLDEN GATE AV	ACACIA AV	BROADWAY TERR	0.40	CCD1	North Oakland/Adams Point
GOLDEN GATE WY	BROADWAY	GOLDEN GATE AV	0.04	CCD1	North Oakland/Adams Point
GOLF LINKS RD	SCOTIA AV	BURGOS AV	1.19	CCD7	East Oakland Hills
GOLF LINKS RD	BURGOS AV	MOUNTAIN BLVD	0.25	CCD7	East Oakland Hills
GOLF LINKS RD	MOUNTAIN BLVD	98 AV	0.11	CCD7	East Oakland Hills
GOSS ST	WILLOW ST	PINE ST	0.17	CCD3	West Oakland
GOULD ST	98 AV	SOUTH END	0.11	CCD7	Central East Oakland
GOULDIN RD	EAST END	THORNHILL DR	0.40	CCD4	North Oakland Hills
GRACE AV	LOS ANGELES ST	LOWELL ST	0.10	CCD1	North Oakland/Adams Point
GRAMERCY PL	NATTRESS WAY	SOUTH END	0.12	CCD7	Central East Oakland
GRANADA AV	CREST AV	OAK KNOLL BLVD	0.23	CCD7	East Oakland Hills
GRAND AVE	LAKE PARK AV	ELWOOD AV	0.18	CCD2	North Oakland/Adams Point
GRAY ST	HARRINGTON AV	35 AV	0.14	CCD5	Eastlake/Fruitvale
GREENWOOD AV	FLEET RD	PARK BLVD	0.39	CCD5	Glenview/ Redwood Heights
GREENWOOD AV	NORWOOD AV	FLEET RD	0.02	CCD5	Glenview/ Redwood Heights
GRISBORNE AV	THORNHILL DR	THORNHILL DR	0.20	CCD4	North Oakland Hills
GRIZZLY PEAK	MARLBOROUGH TER	CITY LIMIT	2.42	CCD1	North Oakland Hills
GRIZZLY PEAK BLVD	SKYLINE BLVD	MARLBOROUGH TER	1.31	CCD1	North Oakland Hills
GROSVENOR PL	TRESTLE GLEN RD	SUNNYHILLS RD	0.17	CCD2	Glenview/ Redwood Heights
GUNN DR	MOORE DR	SHEPHERD CYN RD	0.24	CCD4	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
GWIN RD	BROADWAY TERR	NORTH END	0.15	CCD1	North Oakland Hills
GYPSY LN	ALVARADO RD	EAST END	0.09	CCD1	North Oakland Hills
HAGEMAN AV	35 AV	SOUTH END	0.12	CCD4	Eastlake/Fruitvale
HALLECK ST	BEACH ST	PARK AV	0.11	CCD3	West Oakland
HALLIDAY AV	73 AV	77 AV	0.18	CCD6	Central East Oakland
HAMILTON PL	HARRISON ST	NORTH END	0.10	CCD3	North Oakland/Adams Point
HAMILTON ST	NORTH END	70 AV	0.08	CCD7	Central East Oakland
HAMILTON ST	HEGENBERGE R RD	76 AV	0.10	CCD7	Central East Oakland
HAMILTON ST	76 AV	77 AV	0.05	CCD7	Central East Oakland
HAMILTON ST	70 AV	72 AV	0.09	CCD7	Central East Oakland
HAMILTON ST	72 AV	HEGENBERGE R RD	0.08	CCD7	Central East Oakland
HAMPEL ST	HOLMAN RD	PARK BLVD	0.11	CCD5	Glenview/ Redwood Heights
HANLY RD	EL CENTRO AV	OAKMORE PL	0.06	CCD4	Glenview/ Redwood Heights
HANNAH ST	34 ST	EAST END	0.07	CCD3	West Oakland
HANNAH ST	32 ST	34 ST	0.12	CCD3	West Oakland
HANNAH ST	28 ST	32 ST	0.16	CCD3	West Oakland
HANOVER AV	LAKESHORE AV	LESTER AV	0.10	CCD2	Eastlake/Fruitvale
HANOVER AV	LESTER AV	NEWTON AV	0.18	CCD2	Eastlake/Fruitvale
HANOVER AV	NEWTON AV	BROOKLYN AV	0.12	CCD2	Eastlake/Fruitvale
HARBOR VIEW AV	HUNTINGTON ST	CARSON ST	0.07	CCD4	Glenview/ Redwood Heights
HARBORD CT	HARBORD DR	SOUTH END	0.06	CCD1	North Oakland Hills
HARBORD DR	BROADWAY TERR	MODOC AV	0.78	CCD1	North Oakland Hills
HARBORD DR	FLORENCE TE	CLAREWOOD DR	0.24	CCD1	North Oakland Hills
HARBORD DR	CLAREWOOD DR	MORAGA AV	0.36	CCD1	North Oakland Hills
HARBORD DR	MORAGA AV	WOOD DR	0.49	CCD4	North Oakland Hills
HARDY ST	MILES AV	NORTH END	0.06	CCD1	North Oakland/Adams Point
HARLAN ST	PERALTA ST	EAST END	0.05	CCD3	West Oakland
HAROLD ST	FRUITVALE AV	CHAMPION ST	0.08	CCD5	Eastlake/Fruitvale
HAROLD ST	CHAMPION ST	BOSTON AV	0.11	CCD5	Eastlake/Fruitvale
HARPER ST	36 AV	NORTH END	0.17	CCD5	Eastlake/Fruitvale
HARRISON ST	WEST END	4 ST	0.15	CCD3	Downtown
HARRISON ST	MONTE VISTA AV	BAYO VISTA AV	0.09	CCD1	North Oakland/Adams Point
HARRISON ST	BAYO VISTA AV	MACARTHUR BLVD	0.23	CCD1	North Oakland/Adams Point
HARRISON ST	STANLEY PL	HAMILTON PL	0.36	CCD3	North Oakland/Adams Point
HARRISON ST	MACARTHUR BLVD	STANLEY PL	0.08	CCD3	North Oakland/Adams Point
HARRISON ST (EB)	PVMT CHNG	ORANGE ST	0.15	CCD3	North Oakland/Adams Point
HARVEY AV	57 AV	55 AV	0.13	CCD6	Central East Oakland
HARWOOD AV	EAST END	ROSS ST	0.11	CCD1	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
HASSLER WY	EDGEWATER DR	OAKPORT	0.23	CCD7	Coliseum/Airport
HAVENSCOURT BLVD	BANCROFT AV	FOOTHILL BLVD	0.06	CCD6	Central East Oakland
HAVENSCOURT BLVD	FOOTHILL BLVD	BRANN ST	0.05	CCD6	Central East Oakland
HAWLEY ST	73 AV	69 AV	0.19	CCD7	Central East Oakland
HAWLEY ST	77 H AV	75 AV	0.09	CCD7	Central East Oakland
HAZELWOOD CT	MADDUX DR	EAST END	0.09	CCD7	Coliseum/Airport
HEGENBERGER LOOP	HEGENBERGE R RD	CAIRO RD	0.14	CCD7	Coliseum/Airport
HEGENBERGER ONRP	END BRIDGE	SAN LEANDRO ST	0.10	CCD7	Central East Oakland
HEGENBERGER PL	HEGENBERGE R RD	SOUTH END	0.13	CCD7	Coliseum/Airport
HEGENBERGER RD	BALDWIN ST	WEST END	0.16	CCD7	Coliseum/Airport
HEGENBERGER RD	SAN LEANDRO ST	BRIDGE	0.10	CCD7	Central East Oakland
HEGENBERGER RD	BR OVER SAN LDO	EBG (I-880 FWY)	1.14	CCD7	Coliseum/Airport
HEMLOCK ST	COLTON BLVD	HEMLOCK LN	0.07	CCD4	North Oakland Hills
HEMLOCK ST	HEMLOCK LN	SNAKE RD	0.11	CCD4	North Oakland Hills
HEMPHILL PL	DESMOND ST	CORONADO AV	0.09	CCD1	North Oakland/Adams Point
HENRY ST	EAST END	7 ST	0.11	CCD3	West Oakland
HERBERT GUICE WY	SOUTH END	69 AV	0.21	CCD7	Central East Oakland
HERRIOTT AV	VIRGINIA AV	EAST END	0.11	CCD6	Central East Oakland
HERZOG ST	59 ST	61 ST	0.13	CCD1	North Oakland/Adams Point
HICKORY ST	FRUITVALE AV	NORTH END	0.09	CCD5	Eastlake/Fruitvale
HIGH ST	E 12 ST	INTERNATIONA L BLVD	0.09	CCD5	Eastlake/Fruitvale
HIGH ST	INTERNATIONA L BLVD	FOOTHILL BLVD	0.23	CCD5	Eastlake/Fruitvale
HIGH ST	HIGH ST BRIDGE	HOWARD ST	0.19	CCD5	Eastlake/Fruitvale
HIGH ST	HOWARD ST	JENSON ST	0.05	CCD5	Eastlake/Fruitvale
HILLGIRT CIR	WESLEY AV	KENWYN RD	0.15	CCD2	Eastlake/Fruitvale
HILLGIRT CIR	KENWYN RD	MACARTHUR BLVD	0.10	CCD2	Eastlake/Fruitvale
HILLMONT DR	EDGEMOOR PL	OVERDALE AV	0.36	CCD6	East Oakland Hills
HILLSBOROUGH ST	WESLEY AV	SOUTH END	0.10	CCD2	Eastlake/Fruitvale
HILLSIDE ST	96 AV	90 AV	0.31	CCD7	Central East Oakland
HILLSIDE ST	83 AV	84 AV	0.06	CCD7	Central East Oakland
HILLSIDE ST	90 AV	NORTH END	0.23	CCD7	Central East Oakland
HILLSIDE ST	73 AV	82 AV	0.57	CCD6	Central East Oakland
HOLLYWOOD AV	EL CENTRO AV	PARK BLVD	0.18	CCD5	Glenview/ Redwood Heights
HOLMAN RD	BATES RD	FLEET RD	0.38	CCD2	Glenview/ Redwood Heights
HOLWAY ST	57 AV	55 AV	0.13	CCD6	Central East Oakland
HOLYROOD MANOR	HOLYROOD DR	NORTH END	0.05	CCD4	North Oakland Hills
HOME PL W	MCKINLEY AV	NORTH END	0.05	CCD2	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
HOWARD ST	HIGH ST	SOUTH END	0.06	CCD5	Central East Oakland
HOWE ST	PLEAS VALL AV	EAST END	0.16	CCD1	North Oakland/Adams Point
HOWE ST	MACARTHUR BLVD	40 ST	0.22	CCD1	North Oakland/Adams Point
HOWE ST	40 ST	40 ST WAY	0.03	CCD1	North Oakland/Adams Point
HOWE ST	40 ST WAY	PLEAS VALL AV	0.46	CCD1	North Oakland/Adams Point
HUGHES AV	E 23 ST	EAST END	0.07	CCD5	Eastlake/Fruitvale
HUMBOLDT AV	DAVIS ST	BROOKDALE AV	0.30	CCD4	Eastlake/Fruitvale
HUMBOLDT AV	PENNIMAN AV	SCHOOL ST	0.13	CCD4	Eastlake/Fruitvale
HUMBOLDT AV	BROOKDALE AV	PENNIMAN AV	0.16	CCD4	Eastlake/Fruitvale
HUNTER AV	BERNHARDT DR	MADDUX DR	0.39	CCD7	Central East Oakland
HUNTINGTON ST	HUNTINGTON ST	NORTH END	0.02	CCD4	Glenview/ Redwood Heights
HYDE ST	FRUITVALE AV	NORTH END	0.11	CCD5	Eastlake/Fruitvale
I 580 OFFRP	CALAVERAS BV	MACARTHUR BLVD	0.06	CCD6	Central East Oakland
IDAHO ST	CITY LIMIT	63 ST	0.04	CCD1	North Oakland/Adams Point
IDLEWOOD ST	80 AV	82 AV	0.11	CCD6	Central East Oakland
INDEPENDENCE WY	14 AV	16 AV	0.07	CCD2	Eastlake/Fruitvale
INDEPENDENT RD	EAST END	COLISEUM WAY	0.14	CCD6	Central East Oakland
INDEPENDENT RD	COLISEUM WAY	660 FT	0.13	CCD6	Central East Oakland
INDIAN WY	WOODHAVEN WAY	WEST END	0.20	CCD4	North Oakland Hills
INVERNESS CT	DONNA WAY	WEST END	0.05	CCD7	East Oakland Hills
INYO AV	E 27 ST	EAST END	0.06	CCD5	Eastlake/Fruitvale
IRIS ST	82 AV	SOUTH END	0.18	CCD7	Central East Oakland
IRWIN CT	ALCATRAZ AV	EAST END	0.09	CCD1	North Oakland/Adams Point
ISLETON AV	BERNHARDT DR	EAST END	0.17	CCD7	Central East Oakland
IVANHOE RD	MILES AV	CHABOT RD	0.11	CCD1	North Oakland/Adams Point
IVY DR	EAST END	PARK BLVD	0.42	CCD2	Eastlake/Fruitvale
JACKSON ST	9 ST	7 ST	0.11	CCD2	Downtown
JACKSON ST	7 ST	6 ST	0.05	CCD2	Downtown
JAMES AV	CAVOUR ST	HUDSON ST	0.30	CCD1	North Oakland/Adams Point
JAYNE AV	LEE ST	EUCLID AV	0.26	CCD3	North Oakland/Adams Point
JEAN ST	SANTA CLARA AV	SANTA ROSA AV	0.13	CCD2	North Oakland/Adams Point
JEAN ST	SANTA ROSA AV	GRAND AV	0.23	CCD2	North Oakland/Adams Point
JEFFERSON ST	EMBARCADER O	4 ST	0.16	CCD3	Downtown
JEFFERSON ST	12 ST	14 ST	0.11	CCD3	Downtown
JENSEN ST	HIGH ST	SOUTH END	0.12	CCD5	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
JOAQUIN MILLER CT	MOUNTAIN BLVD	SOUTH END	0.05	CCD4	North Oakland Hills
JOHNSTON DR	PVMT CHNG	SOUTH END	0.12	CCD4	North Oakland Hills
JONES AV	SOUTH END	EDES AV	0.32	CCD7	Coliseum/Airport
JORDAN RD	NORTON AV	RETTIG AV	0.14	CCD4	Glenview/ Redwood Heights
JORDAN RD	REDWOOD RD	NORTON AV	0.17	CCD4	Glenview/ Redwood Heights
JUDD PL	50 AV	FREMONT WAY	0.03	CCD4	Central East Oakland
JULIA ST	PROCTOR AV	FLORENCE AV	0.06	CCD1	North Oakland Hills
JULIE ANN WY	WEST END	EAST END	0.16	CCD6	Central East Oakland
JULIUS ST	DURANT AV	108 AV	0.09	CCD7	East Oakland Hills
JUNE CT	105 AV	WEST END	0.03	CCD7	Central East Oakland
KALES AV	MANILA AV	BROADWAY	0.06	CCD1	North Oakland/Adams Point
KELLER AV	GREENLY DR	FONTAINE ST	0.17	CCD6	East Oakland Hills
KELLER AV	MOUNTAIN BLVD	RILEA WY	0.35	CCD7	East Oakland Hills
KELLER AV	RILEA WY	HANSOM	0.94	CCD7	East Oakland Hills
KELLER AV	HANSOM	SEQUOYAH RD	0.07	CCD7	East Oakland Hills
KEMPTON AV	FAIRMOUNT AV	STANLEY PL	0.14	CCD3	North Oakland/Adams Point
KEMPTON WY	MACARTHUR BLVD	FAIRMOUNT AV	0.14	CCD3	North Oakland/Adams Point
KENMORE AV	LAKESHORE AV	WALAVISTA AV	0.17	CCD2	North Oakland/Adams Point
KENWYN RD	HILLGIRT CIR	CLEVELAND ST	0.21	CCD2	Eastlake/Fruitvale
KERWIN AV	BERNHARDT DR	DOUGLAS AV	0.18	CCD7	Central East Oakland
KEVIN CT	COLISEUM WAY	EAST END	0.13	CCD6	Central East Oakland
KEY CT	SCOTIA AV	NORTH END	0.05	CCD7	East Oakland Hills
KING ST	CITY LIMIT	STANFORD AV	0.01	CCD1	North Oakland/Adams Point
KINGSLAND AV	VIRGINIA AV	BIRDSALL AV	0.16	CCD6	Central East Oakland
KINGSLAND AV	BIRDSALL AV	REDDING ST	0.15	CCD6	Central East Oakland
KINGSLAND AV	REDDING ST	EAST END	0.04	CCD6	Central East Oakland
KINGSLAND PL	MORCOM AV	EAST END	0.03	CCD6	Central East Oakland
KINGSLEY ST	PARK BLVD	CHATHAM RD	0.08	CCD5	Glenview/ Redwood Heights
KIRKHAM ST	7 ST	5 ST	0.09	CCD3	West Oakland
KIRKHAM ST	14 ST	12 ST	0.12	CCD3	West Oakland
KIRKLAND CT	ELVESSA ST	EAST END	0.02	CCD7	East Oakland Hills
KNIGHT ST	DOUGLAS AV	GRAMERCY PL	0.07	CCD7	Central East Oakland
KNIGHT ST	GRAMERCY PL	105 AV	0.04	CCD7	Central East Oakland
KNOWLAND AV	BIRDSALL AV	VIRGINIA AV	0.20	CCD6	Central East Oakland
KOFORD RD	EMPIRE RD	EMPIRE RD	0.16	CCD7	Coliseum/Airport
KRAUSE AV	PVMT CHNG	CHURCH ST	0.09	CCD6	Central East Oakland
KUHNLE AV	SEMINARY AV	MOUNTAIN BLVD	0.08	CCD6	Central East Oakland
LA CRESTA AVE	EVERETT AV	E 38 ST	0.35	CCD5	Glenview/ Redwood Heights
LA PRENDA DR	ESTEPA DR	ACALANES DR	0.12	CCD7	Central East Oakland
LA SALLE AV	MOUNTAIN BLVD	MORAGA AV	0.06	CCD4	North Oakland Hills
LAGUNITAS AV	EAST END	EUCLID AV	0.10	CCD3	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
LAKESHORE AV	FOOTHILL BLVD	E 18 ST	0.06	CCD2	Eastlake/Fruitvale
LAKESHORE AV	E 18 ST	BODEN WAY	0.60	CCD2	Eastlake/Fruitvale
LAKESHORE AV	MACARTHUR BLVD	LAKE PARK AV	0.05	CCD2	Eastlake/Fruitvale
LAKESHORE AV	BODEN WAY	MACARTHUR BLVD	0.21	CCD2	Eastlake/Fruitvale
LAKESHORE AV	1 AV	1 AV	0.29	CCD2	Eastlake/Fruitvale
LAKESHORE AVE	LAKE PARK AV	MANDANA BLVD	0.25	CCD2	Glenview/ Redwood Heights
LANCASTER ST	WEST END	GLASCOCK ST	0.05	CCD5	Eastlake/Fruitvale
LATIMER PL	38 ST	MACARTHUR BLVD	0.08	CCD1	North Oakland/Adams Point
LAUREL AV	WEST END	MACARTHUR BLVD	0.16	CCD4	Eastlake/Fruitvale
LAWLOR ST	OLIVER AV	NORTH END	0.11	CCD7	East Oakland Hills
LEE ST	GRAND AV	VAN BUREN AVE	0.14	CCD3	North Oakland/Adams Point
LEET DR	HEGENBERGE R	PENDLETON WAY	0.28	CCD7	Coliseum/Airport
LEGION AV	FRESNO ST	KRAUSE AV	0.05	CCD6	Central East Oakland
LEIGHTON ST	MACARTHUR BLVD	EAST END	0.04	CCD1	North Oakland/Adams Point
LEIMERT BLVD	OAKMORE RD	BEGIN OF BRIDGE	0.05	CCD4	Glenview/ Redwood Heights
LEIMERT BLVD	WRENN ST	OAKMORE RD	0.45	CCD4	Glenview/ Redwood Heights
LEIMERT BLVD	MONTEREY RD	WRENN ST	0.83	CCD4	Glenview/ Redwood Heights
LEIMERT PL	CLEMENS RD	OAKMORE RD	0.05	CCD4	Glenview/ Redwood Heights
LEONA CREEK DR	69 AV	66 AV	0.15	CCD6	Central East Oakland
LEONA ST	RUSTING AV	MOUNTAIN BLVD	0.58	CCD6	East Oakland Hills
LESSER ST	OAKPORT ST	TIDEWATER AV	0.18	CCD5	Central East Oakland
LIBBY CT	35 AV	SOUTH END	0.04	CCD4	Glenview/ Redwood Heights
LILAC ST	WEST END	ALLENDALE AV	0.15	CCD6	Central East Oakland
LILY ST	TULIP AV	MASTERSON ST	0.13	CCD4	Glenview/ Redwood Heights
LINCOLN AV	PALMETTO ST	MACARTHUR BLVD	0.06	CCD4	Eastlake/Fruitvale
LINCOLN AV	MACARTHUR BLVD	230 FT E/O ALIDA	0.72	CCD4	Glenview/ Redwood Heights
LINDEN ST	18 ST	21 ST	0.15	CCD3	West Oakland
LINDEN ST	3 ST	WEST END	0.10	CCD3	West Oakland
LINK ST	104 AV	106 AV	0.13	CCD7	Central East Oakland
LINNET AV	ALIDA ST	EAST END	0.05	CCD4	Glenview/ Redwood Heights
LION WAY	69 AV	66 AV	0.17	CCD6	Central East Oakland
LISBON AV	E 11 ST	E 10 ST	0.05	CCD5	Eastlake/Fruitvale
LISBON AV	E 10 ST	E 8 ST	0.14	CCD5	Eastlake/Fruitvale
LIVINGSTON ST	FREEWAY (880)	COTTON ST	0.03	CCD5	Eastlake/Fruitvale
LOCKWOOD ST	79 AV	69 AV	0.50	CCD6	Central East Oakland
LOCUST ST	78 AV	79 AV	0.07	CCD6	Central East Oakland
LOGAN ST	FRUITVALE AV	26 AV	0.22	CCD5	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
LOMA VISTA WY	SUTER ST	OCTAVIA ST	0.04	CCD4	Eastlake/Fruitvale
LONGRIDGE RD	LAKESHORE AV	CARLSTON AV	0.63	CCD2	Glenview/ Redwood Heights
LORENZO AV	SUTER ST	MARION AV	0.05	CCD4	Eastlake/Fruitvale
LOUVAINE AV	BERNHARDT DR	EAST END	0.14	CCD7	Central East Oakland
LOWELL	62 ST	MARKET ST	0.06	CCD1	North Oakland/Adams Point
LOWELL ST	ADELINE ST	54 ST	0.08	CCD1	North Oakland/Adams Point
LOWELL ST	54 ST	STANFORD AV	0.34	CCD1	North Oakland/Adams Point
LUCAS AV	MERCED AV	LASALLE AV	0.12	CCD4	North Oakland Hills
LUNDHOLM AV	EAST END	OUTLOOK AV	0.16	CCD6	East Oakland Hills
LYNDHURST ST	STONEFORD AV	98TH AV	0.10	CCD7	Central East Oakland
MACARTHUR BLVD	HARRISON ST	FAIRMOUNT AV	0.12	CCD1	North Oakland/Adams Point
MACARTHUR BLVD	LAKE SHORE AV	BEACON ST	0.09	CCD2	Eastlake/Fruitvale
MACARTHUR BLVD	PARK BLVD	BEAUMONT AV	0.36	CCD2	Eastlake/Fruitvale
MACARTHUR BLVD	72 AV	68 AV	0.21	CCD6	East Oakland Hills
MACARTHUR BLVD	HILLGIRT CL	BEACON ST	0.24	CCD2	Eastlake/Fruitvale
MACARTHUR BLVD	ARDLEY AV	BEAUMONT AV	0.27	CCD5	Glenview/ Redwood Heights
MACARTHUR BLVD	COOLIDGE AV	BOSTON AV	0.23	CCD4	Glenview/ Redwood Heights
MACARTHUR BLVD	73 AV	72 AV	0.07	CCD6	Central East Oakland
MACARTHUR BLVD	94 AV	90 AV	0.19	CCD7	East Oakland Hills
MACARTHUR BLVD	SEMINARY AV	MILLSVIEW AV	0.25	CCD6	Central East Oakland
MACARTHUR BLVD	MILLSVIEW AV	CALAVERAS BV	0.51	CCD6	Central East Oakland
MACARTHUR BLVD	90 AV	82 AV	0.53	CCD7	East Oakland Hills
MACARTHUR BLVD	98 AV	DURANT AV	0.84	CCD7	East Oakland Hills
MACARTHUR BLVD	CAMDEN ST	MACARTHUR BLVD	0.11	CCD6	Central East Oakland
MACCALL ST	58 ST	60 ST	0.16	CCD1	North Oakland/Adams Point
MACCALL ST	57 ST	58 ST	0.07	CCD1	North Oakland/Adams Point
MADDUX DR	STONEFORD AV	EDES AV	0.32	CCD7	Coliseum/Airport
MADISON ST	11 ST	12 ST	0.05	CCD2	Downtown
MAGGIORA CT	MAGGIORA DR	EAST END	0.03	CCD7	East Oakland Hills
MAGNOLIA ST	35 ST	32 ST	0.22	CCD3	West Oakland
MAGNOLIA ST	WEST END	7 ST	0.21	CCD3	West Oakland
MAIDEN LN	MONTEREY BV	LINCOLN AV	0.24	CCD4	Glenview/ Redwood Heights
MAKIN RD	CORAL RD	EMPIRE RD	0.16	CCD7	Coliseum/Airport

Street	From	To	Miles	CCD	Planning Area
MALAT ST	LESSER ST	NORTH END	0.07	CCD5	Central East Oakland
MALCOLM AVE	SHELDON ST	HELLMAN ST	0.31	CCD7	East Oakland Hills
MALCOLM AVE	HELLMAN ST	SNOWDOWN AV	0.66	CCD7	East Oakland Hills
MALCOLM AVE	SNOWDOWN AV	CAMERON AV	0.07	CCD7	East Oakland Hills
MALCOLM AVE	CAMERON AV	CALODEN ST	0.38	CCD7	East Oakland Hills
MALL CT	CAMELFORD PL	EAST END	0.04	CCD4	North Oakland Hills
MALTA CT	BERNHARDT DR	EAST END	0.07	CCD7	Central East Oakland
MANDANA BLVD	GRAND AV	LAKESHORE AV	0.29	CCD2	North Oakland/Adams Point
MANDANA BLVD	PORTAL AV	ASHMOUNT AV	0.25	CCD2	Glenview/ Redwood Heights
MANDANA BLVD	LAKESHORE AV	CALMAR AV	0.17	CCD2	Glenview/ Redwood Heights
MANDANA BLVD	CALMAR AV	PORTAL AV	0.62	CCD2	Glenview/ Redwood Heights
MANDELA PKWY	8 ST	16 ST	0.45	CCD3	West Oakland
MANDELA PKWY	16 ST	18 ST	0.11	CCD3	West Oakland
MANDELA PKWY	18 ST	20 ST	0.11	CCD3	West Oakland
MANDELA PKWY	20 ST	W GRAND AV	0.11	CCD3	West Oakland
MANDELA PKWY	W GRAND AV	32 ST	0.44	CCD3	West Oakland
MANDELA PKWY	7 ST	8 ST	0.07	CCD3	West Oakland
MANDELA PKWY	32 ST	W GRAND AV	0.42	CCD3	West Oakland
MANDELA PKWY	W GRAND AV	20 ST	0.12	CCD3	West Oakland
MANDELA PKWY	20 ST	16 ST	0.21	CCD3	West Oakland
MANDELA PKWY	16 ST	8 ST	0.45	CCD3	West Oakland
MANILA AV	KALES AV	MARGARIDO DR	0.18	CCD1	North Oakland/Adams Point
MANILA AV	45 ST	51 ST	0.19	CCD1	North Oakland/Adams Point
MANILA AV	BROADWAY	KALES AV	0.09	CCD1	North Oakland/Adams Point
MANILA AV	MARGARIDO DR	LAWTON AV	0.02	CCD1	North Oakland/Adams Point
MANILA AV	40 ST	42 ST	0.22	CCD1	North Oakland/Adams Point
MANOR CREST	ROANOKE RD	CHABOT CREST	0.10	CCD1	North Oakland/Adams Point
MAPLE AV	SCHOOL ST	MACARTHUR BLVD	0.37	CCD4	Eastlake/Fruitvale
MAPLE AV	CARLSEN ST	FRYE ST	0.20	CCD4	Glenview/ Redwood Heights
MARDEN LN	MERRIEWOOD DR	SOUTH END	0.06	CCD4	North Oakland Hills
MARGARIDO DR	ACACIA AV	NORTH END	0.54	CCD1	North Oakland/Adams Point
MARIE WY	CHABOT RD	EAST END	0.03	CCD1	North Oakland/Adams Point
MARIN WY	14 AV	SOUTH END	0.62	CCD2	Eastlake/Fruitvale
MARLBOROUGH TER	NORFOLK DR	FIRE PLUG	0.19	CCD1	North Oakland Hills
MARLBOROUGH TER	FIRE PLUG	GRIZZLY PEAK BV	0.15	CCD1	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
MARLOW DR	I-580	FOOTHILL BLVD	0.03	CCD7	East Oakland Hills
MARLOW DR	REVERE AV	FREEWAY ENT	0.72	CCD7	East Oakland Hills
MARLOW DR	FOOTHILL WAY	REVERE AV	0.12	CCD7	East Oakland Hills
MARSHALL ST	STANFORD AV	55 ST	0.16	CCD1	North Oakland/Adams Point
MARSHALL ST	PEABODY LN	64 ST	0.08	CCD1	North Oakland/Adams Point
MARSHALL ST	64 ST	STANFORD AV	0.40	CCD1	North Oakland/Adams Point
MARTIN LUTHER KING JR WY	WEST END	EMBARCADER O	0.07	CCD3	Downtown
MARTIN LUTHER KING JR WY	W GRAND AV	27 ST	0.32	CCD3	West Oakland
MARTIN LUTHER KING JR WY	7 ST	11 ST	0.21	CCD3	Downtown
MARTIN LUTHER KING JR WY	11 ST	12 ST	0.05	CCD3	Downtown
MARTIN LUTHER KING JR WY	12 ST	14 ST	0.11	CCD3	Downtown
MARTIN LUTHER KING JR WY	14 ST	SAN PABLO AV	0.34	CCD3	Downtown
MARTIN LUTHER KING JR WY	MACARTHUR BLVD	47 ST	0.55	CCD1	North Oakland/Adams Point
MARTIN LUTHER KING JR WY	EMBARCADER O	7 ST	0.33	CCD3	Downtown
MARVIN CT	SCOTIA AV	EAST END	0.04	CCD7	East Oakland Hills
MASON ST	FOOTHILL BLVD	WALNUT ST	0.08	CCD6	Central East Oakland
MASTLANDS DR	ASCOT DR	CASTLE DR	0.48	CCD4	North Oakland Hills
MAYDON CT	SCOTIA AV	EAST END	0.05	CCD7	East Oakland Hills
MAYWOOD AV	KRAUSE AV	DEERWOOD ST	0.10	CCD6	Central East Oakland
MAZUELA DR	COLTON BLVD	NORTH END	0.09	CCD4	North Oakland Hills
MCCLURE ST	29 ST	30 ST	0.09	CCD3	North Oakland/Adams Point
MCELROY ST	9 ST	CHASE ST	0.06	CCD3	West Oakland
MCKILLOP RD	SHEFFIELD AV	SOUTH END	0.02	CCD5	Eastlake/Fruitvale
MEDAU PL	MORAGA AV	MOUNTAIN BLVD	0.06	CCD4	North Oakland Hills
MEDFORD AV	98 AV	SOUTH END	0.11	CCD7	Central East Oakland
MELROSE AV	COURTLAND AV	YGNACIO AV	0.34	CCD4	Central East Oakland
MELVILLE LN	TOTTERDELL CT	SKYLINE BLVD	0.08	CCD4	North Oakland Hills
MELVIN RD	BRENTWOOD RD	BYWOOD DR	0.25	CCD4	Glenview/ Redwood Heights
MENDOCINO AV	MARGARIDO DR	MANILA AV	0.10	CCD1	North Oakland/Adams Point
MERLIN CT	SCOTIA AV	EAST END	0.06	CCD7	East Oakland Hills
MERRIEWOOD CIR	MERRIEWOOD DR	NOTTINGHAM DR	0.15	CCD4	North Oakland Hills
MERRIEWOOD DR	TAURUS AV	SHERWOOD DR	0.04	CCD4	North Oakland Hills
MERRIMAC ST	M L KING WAY	SOUTH END	0.02	CCD3	West Oakland
MERRIMAC ST	28 ST	TELEGRAPH AV	0.12	CCD3	North Oakland/Adams Point
MERRITT AV	BROOKLYN AV	CAPITAL ST	0.22	CCD2	Eastlake/Fruitvale

Street	From	To	Miles	CCD	Planning Area
MERRITT AV	CAPITAL ST	WESLEY AV	0.17	CCD2	Eastlake/Fruitvale
MIAMI CT	WOODRUFF AV	EAST END	0.04	CCD5	Glenview/ Redwood Heights
MICHIGAN AVE	SUNKIST DR	PARTRIDGE AV	0.31	CCD6	East Oakland Hills
MIDDLE HARBOR RD	OVERPASS END (PVMT CHNG)	3 ST	0.06	CCD3	West Oakland
MIDDLE HARBOR RD	MARITIME ST	OVERPASS BEGIN (PVMT CHG)	0.86	CCD3	West Oakland
MIDDLETON ST	MARLOW DR	MARLOW DR	0.28	CCD7	East Oakland Hills
MIDVALE AV	DAKOTA ST	MACARTHUR BLVD	0.09	CCD4	Eastlake/Fruitvale
MILES AV	PATTON ST	FOREST ST	0.77	CCD1	North Oakland/Adams Point
MILES AV	51 ST	EAST END	0.47	CCD1	North Oakland/Adams Point
MILLSBRAE AV	MACARTHUR BLVD	ROBERTS AV	0.15	CCD6	Central East Oakland
MITCHELL ST	FOOTHILL BLVD	E 21 ST	0.08	CCD5	Eastlake/Fruitvale
MITCHELL ST	INTERNATIONA L BLVD	E 16 ST	0.14	CCD5	Eastlake/Fruitvale
MODESTO AV	FLEMING AV	BIRDSALL AV	0.21	CCD6	Central East Oakland
MONADNOCK WY	SEMINARY AV	64 AV	0.27	CCD6	East Oakland Hills
MONTANA ST	MAPLE AV	COOLIDGE AV	0.21	CCD4	Eastlake/Fruitvale
MONTANA ST	COOLIDGE AV	FRUITVALE AV	0.38	CCD4	Eastlake/Fruitvale
MONTCLAIR AV	PARK BLVD	PROSPECT AV	0.26	CCD2	Eastlake/Fruitvale
MONTCLAIR AV	PROSPECT AV	MACARTHUR BLVD	0.13	CCD2	Eastlake/Fruitvale
MONTE VISTA AV	OAKLAND AV	VERNON ST	0.05	CCD2	North Oakland/Adams Point
MONTE VISTA AV	PIEDMONT AV	OAKLAND AV	0.39	CCD1	North Oakland/Adams Point
MONTEREY BLVD	REDWOOD RD	BENNET PL	0.09	CCD4	Glenview/ Redwood Heights
MONTEREY BLVD	MAIDEN LN	PARK BLVD	1.00	CCD4	Glenview/ Redwood Heights
MONTGOMERY ST	41 ST	RIDGEWAY AV	0.13	CCD1	North Oakland/Adams Point
MONZAL AV	CALDWELL RD	MOUNTAIN BLVD	0.08	CCD1	North Oakland Hills
MOORPARK AV	RUSSET ST	WEST END	0.14	CCD7	Central East Oakland
MORAGA AV	MOUNTAIN BLVD	MEDAU PL	0.13	CCD4	North Oakland Hills
MORAGA AV	MEDAU PL	THORNHILL DR	0.40	CCD4	North Oakland Hills
MORAGA AV	THORNHILL DR	FREEWAY EXIT	0.11	CCD4	North Oakland Hills
MORAGA AV	PVMT CHNG	FREEWAY EXIT	0.03	CCD1	North Oakland Hills
MORCOM AV	FLEMING AV	BIRDSALL AV	0.15	CCD6	Central East Oakland
MORCOM AV	BIRDSALL AV	BIRDSALL AV	0.56	CCD6	Central East Oakland
MORCOM PL	MORCOM AV	EAST END	0.03	CCD6	Central East Oakland
MORGAN AV	SOUTH END	COOLIDGE AV	0.09	CCD4	Glenview/ Redwood Heights
MORRISON AV	SHEFFIELD AV	EAST END	0.03	CCD5	Eastlake/Fruitvale
MOSS AV	MACARTHUR BLVD	OAKLAND AV	0.17	CCD1	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
MOSS AV	OAKLAND AV	VERNON ST	0.16	CCD2	North Oakland/Adams Point
MOSS WY	FAIRMOUNT AV	LEIGHTON ST	0.11	CCD1	North Oakland/Adams Point
MOUNTAIN BLVD	SNAKE RD	MOUNTAIN BLVD	0.07	CCD4	North Oakland Hills
MOUNTAIN BLVD	JOAQUINMILLE R R	EL CAMINITO	0.56	CCD4	North Oakland Hills
MOUNTAIN BLVD	BROADWAY TERR	MONZAL AV	0.42	CCD1	North Oakland Hills
MOUNTAIN BLVD	GOLF LINKS RD	SEQUOYAH RD	0.53	CCD7	East Oakland Hills
MOUNTAIN BLVD	KELLER AV	MAYNARD AV	0.05	CCD6	East Oakland Hills
MOUNTAIN BLVD	FONTAINE CT	KELLER AV	0.28	CCD7	East Oakland Hills
MOUNTAIN BLVD	KUHLNE AV	CALAVERAS AV	0.35	CCD6	East Oakland Hills
MOUNTAIN BLVD	ASCOT DR	START 4-LANE	0.23	CCD4	North Oakland Hills
MOUNTAIN BLVD	PARK BLVD	SCOUT RD	0.03	CCD4	North Oakland Hills
MOUNTAIN BLVD	START 4-LANE	PARK BLVD	0.11	CCD4	North Oakland Hills
MOUNTAIN BLVD	SCOUT RD	SNAKE RD	0.17	CCD4	North Oakland Hills
MOUNTAIN VIEW AV	MOUNTAIN BLVD	LEONA ST	0.11	CCD6	East Oakland Hills
MOYER PL	WOOD DR	WEST END	0.03	CCD4	North Oakland Hills
MUNSON WY	INTERNATIONAL BLVD	FOOTHILL BLVD	0.15	CCD2	Eastlake/Fruitvale
MYRTLE ST	SAN PABLO AV	30 ST	0.07	CCD3	West Oakland
MYSTIC ST	CLAREMONT AV	EAST END	0.06	CCD1	North Oakland/Adams Point
N ROCKRIDGE BLVD	ROCK RIDGE BV	EAST END	0.11	CCD1	North Oakland/Adams Point
NATTRESS WY	105 AV	GRAMERCY PL	0.04	CCD7	Central East Oakland
NEVA CT	GLENARMS DR	NORTH END	0.05	CCD1	North Oakland Hills
NEVADA ST	RAILROAD AV	EDES AV	0.15	CCD7	Coliseum/Airport
NEY AV	82 AV	SOUTH END	0.39	CCD7	East Oakland Hills
NICOL AV	FRUITVALE AV	NORTH END	0.08	CCD5	Eastlake/Fruitvale
NORFOLK RD	NORTH END	STRATHMOOR DR	0.09	CCD1	North Oakland Hills
NORFOLK RD	STRATHMOOR DR	MARLBOROUGH TER	0.08	CCD1	North Oakland Hills
NORFOLK RD	MARLBOROUGH TER	BUCKINGHAM BV	0.22	CCD1	North Oakland Hills
NORGREN ST	EAST END	JONES AV	0.03	CCD7	Coliseum/Airport
NORMANDIE AV	55 AV	MORCOM AV	0.13	CCD6	Central East Oakland
NORTH HILL CT	HILLER DR	NORTH END	0.11	CCD1	North Oakland Hills
NOTTINGHAM DR	MERRIEWOOD DR	MERRIEWOOD DR	0.19	CCD4	North Oakland Hills
OAK HILL RD	GOLF LINKS RD	SEQU. VIEW DR	0.28	CCD7	East Oakland Hills
OAK KNOLL BLVD	CG	GRANADA AV	0.14	CCD7	East Oakland Hills
OAK KNOLL BLVD	TWIN OAKS WAY	CG	0.03	CCD7	East Oakland Hills
OAK ST	10 ST	13 ST	0.16	CCD2	Downtown
OAKLAND AV	MACARTHUR BLVD	BAYO VISTA	0.21	CCD2	North Oakland/Adams Point
OAKLAND AV	BAYO VISTA	CITY LIMIT	0.11	CCD2	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
OAKPORT ST	EDGEWATER RD	1300 FT E/O EDGEWATER RD	0.24	CCD7	Coliseum/Airport
OAKWOOD DR	SOBRANTE RD	THORNHILL DR	0.60	CCD4	North Oakland Hills
OCCIDENTAL ST	CITY LIMIT	MARKET ST	0.09	CCD1	North Oakland/Adams Point
OCEAN AV	SAN PABLO AV	VALLEJO ST	0.15	CCD1	North Oakland/Adams Point
OCEAN VIEW DR	COLLEGE AV	BROADWAY	0.39	CCD1	North Oakland/Adams Point
OCEAN VIEW DR	BROADWAY	ACACIA AV	0.53	CCD1	North Oakland/Adams Point
OCTAVIA ST	WEST END	PENNIMAN AV	0.21	CCD4	Eastlake/Fruitvale
OCTAVIA ST	LOMA VISTA WAY	SUTER ST	0.09	CCD4	Eastlake/Fruitvale
OLIVE ST	82 AV	90 AV	0.51	CCD7	Central East Oakland
OPAL ST	42 ST	38 ST	0.33	CCD1	North Oakland/Adams Point
ORCHID ST	WEST END	34 AV	0.02	CCD5	Eastlake/Fruitvale
OVAL RD	PINEWOOD RD	SOUTH END	0.03	CCD1	North Oakland Hills
OVER ST	SUTER ST	VIOLA ST	0.04	CCD4	Eastlake/Fruitvale
OVERMOOR ST	SNOWDOWN AV	KERRIGAN AV	0.10	CCD7	East Oakland Hills
PALM AV	PERKINS ST	EUCLID AV	0.18	CCD3	North Oakland/Adams Point
PALMER AV	E 32 ST	EAST END	0.05	CCD5	Eastlake/Fruitvale
PALMETTO ST	LINCOLN AV	BOSTON AV	0.10	CCD4	Eastlake/Fruitvale
PALOMA AV	BALFOUR AV	MANDANA BLVD	0.20	CCD2	Glenview/ Redwood Heights
PANAMA CT	GLEN AV	WEST END	0.04	CCD1	North Oakland/Adams Point
PARAMOUNT RD	CARLSTON AV	LONGRIDGE RD	0.22	CCD2	Glenview/ Redwood Heights
PARDEE DR	HEGENBERGE R RD	NORTH END	0.42	CCD7	Coliseum/Airport
PARK BLVD	EL CENTRO AV	ESTATES DR	0.53	CCD5	Glenview/ Redwood Heights
PARK BLVD	ESTATES DR	990 FT	0.17	CCD4	Glenview/ Redwood Heights
PARK BLVD	990 FT	1980 FT	0.10	CCD4	Glenview/ Redwood Heights
PARK BLVD	MONTEREY BV	PVMT CHNG	0.04	CCD4	Glenview/ Redwood Heights
PARK BLVD	PVMT CHNG	PVMT CHNG	0.03	CCD4	North Oakland Hills
PARK BLVD	CHATHAM RD	PVMT CHNG	0.02	CCD5	Glenview/ Redwood Heights
PARK BLVD	1980 FT	MONTEREY BLVD	0.24	CCD4	North Oakland Hills
PARK LN	WALAVISTA AV	NORTH END	0.14	CCD2	Glenview/ Redwood Heights
PARK VIEW TER	GRAND AV	MONTICETO AV	0.16	CCD3	North Oakland/Adams Point
PARK WY	E 8 ST	E 10 ST	0.07	CCD2	Eastlake/Fruitvale
PARKER AV	HILLMONT DR	BANCROFT AV	0.60	CCD6	Central East Oakland
PATRICIA CT	105 AV	WEST END	0.03	CCD7	Central East Oakland
PATTERSON AV	MACARTHUR BLVD	VIRDEN AV	0.50	CCD4	Glenview/ Redwood Heights

Street	From	To	Miles	CCD	Planning Area
PATTON ST	CHABOT RD	MILES AV	0.08	CCD1	North Oakland/Adams Point
PAXTON AV	NORTH END	35 AV	0.12	CCD5	Eastlake/Fruitvale
PEACH ST	92 AV	96 AV	0.23	CCD7	Central East Oakland
PEARMAIN ST	98TH AV	MOORPARK ST	0.57	CCD7	Central East Oakland
PEBBLE BEACH DR	ELYSIAN FIELDS	EAST END	0.10	CCD7	East Oakland Hills
PELHAM PL	THACKERAY DR	SOUTH END	0.20	CCD4	North Oakland Hills
PELHAM PL	GIRVIN DR	WEST END	0.12	CCD4	North Oakland Hills
PENDLETON WY	LEET DR	EDGEWATER	0.15	CCD7	Coliseum/Airport
PENNIMAN AV	COURTLAND AV	SOUTH END	0.14	CCD6	Central East Oakland
PENNIMAN CT	SOUTH END	NORTH END	0.12	CCD4	Eastlake/Fruitvale
PERALTA OAKS DR	106 AV	SOUTH END	0.29	CCD7	East Oakland Hills
PERALTA ST	14 ST	3 ST	0.64	CCD3	West Oakland
PEROLY CT	E 25 ST	EAST END	0.06	CCD5	Eastlake/Fruitvale
PERRY PL	ORANGE ST	MACARTHUR BLVD	0.07	CCD3	North Oakland/Adams Point
PETERSON ST	EAST END	GLASCOCK ST	0.17	CCD5	Eastlake/Fruitvale
PIEDMONT AV	PLEASANT VALLEY	EAST END	0.17	CCD1	North Oakland/Adams Point
PIERPOINT AV	JOAQUINMILLE R R	NORTH END	0.08	CCD4	North Oakland Hills
PIERSON ST	MADERA AV	REDDING ST	0.14	CCD6	Central East Oakland
PIERSON ST	REDDING ST	MACARTHUR BLVD	0.09	CCD6	Central East Oakland
PINE ST	10 ST	9 ST	0.06	CCD3	West Oakland
PINE ST	9 ST	8 ST	0.12	CCD3	West Oakland
PINEWOOD RD	BROADWAY TERR	EAST END	0.28	CCD1	North Oakland Hills
PIPPIN ST	MOORPARK ST	98TH AV	0.58	CCD7	Central East Oakland
PLEASANT ST	WOODBINE AV	FRUITVALE AV	0.10	CCD5	Eastlake/Fruitvale
PLEASANT VALLEY	MONTGOMERY ST	BROADWAY	0.29	CCD1	North Oakland/Adams Point
PLEASANT VALLEY AV	CITY LIMIT	HOWE ST	0.29	CCD1	North Oakland/Adams Point
PLEASANT VALLEY CT S	PLEAS VALL AV	PLEAS VALL SO	0.03	CCD1	North Oakland/Adams Point
PLEASANT VALLEY RD	HOWE ST	MONTGOMERY ST	0.06	CCD1	North Oakland/Adams Point
PLYMOUTH ST	104 AV	99 AV	0.26	CCD7	Central East Oakland
PLYMOUTH ST	99 AV	98 AV	0.11	CCD7	Central East Oakland
PLYMOUTH ST	98 AV	82 AV	0.92	CCD7	Central East Oakland
PLYMOUTH ST	82 AV	78 AV	0.27	CCD6	Central East Oakland
POPLAR ST	PERALTA ST	24 ST	0.36	CCD3	West Oakland
POPLAR ST	24 ST	W GRAND AV	0.12	CCD3	West Oakland
PORTLAND AV	ATHOL AV	PARK BLVD	0.08	CCD2	Eastlake/Fruitvale
POTOMAC ST	LINCOLN AV	LAGUNA AV	0.17	CCD4	Glenview/ Redwood Heights
POTTER ST	FAIRFAX AV	GORDON ST	0.10	CCD4	Central East Oakland
POWELL ST	FREMONT ST	VALLEJO ST	0.05	CCD1	North Oakland/Adams Point
PRENTISS ST	COOLIDGE AV	PRENTISS PL	0.13	CCD5	Eastlake/Fruitvale
PRINCE ST	VERMONT ST	LAKESHORE AV	0.22	CCD2	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
PRINCETON ST	54 AV	55 AV	0.27	CCD6	Central East Oakland
PROCTOR AV	FLORENCE AV	ST PAUL CT	0.05	CCD1	North Oakland Hills
PROCTOR AV	BROADWAY TERR	FLORENCE AV	0.35	CCD1	North Oakland Hills
PROSPECT AV	HILLGIRT CIR	ATHOL AV	0.23	CCD2	Eastlake/Fruitvale
PROSPECT AV	ATHOL AV	CAPELL ST	0.21	CCD2	Eastlake/Fruitvale
PRUNE AV	SAN LEANDRO ST	PEARMAIN ST	0.09	CCD7	Central East Oakland
QUIGLEY LN	MIDVALE AV	35 AV	0.05	CCD4	Eastlake/Fruitvale
QUIGLEY PL	HIGH ST	NORTH END	0.03	CCD4	Eastlake/Fruitvale
RACINE ST	TELEGRAPH AV	ALCATRAZ AV	0.41	CCD1	North Oakland/Adams Point
RADNOR RD	CLEVELAND ST	PROSPECT AV	0.11	CCD2	Eastlake/Fruitvale
RAMPART ST	LAGUNA AV	LINCOLN AV	0.17	CCD4	Glenview/ Redwood Heights
RANDOLPH AV	BENTON ST	HAMPEL ST	0.10	CCD5	Glenview/ Redwood Heights
RANDOLPH AV	HAMPEL ST	EXCELSIOR AV	0.27	CCD5	Glenview/ Redwood Heights
RANDWICK AV	PIEDMONT AV	RICHMOND BLVD	0.08	CCD3	North Oakland/Adams Point
RANSOM AV	LYON AV	CARRINGTON ST	0.28	CCD5	Eastlake/Fruitvale
RAYMOND ST	ALCATRAZ AV	66 ST	0.12	CCD1	North Oakland/Adams Point
REDWOOD RD	CRESTMONT DR	SKYLINE BLVD	0.44	CCD4	East Oakland Hills
REDWOOD RD	SKYLINE BLVD	ICY SIGN (CITY LIMITS)	0.07	CCD4	East Oakland Hills
REDWOOD RD	END BRIDGE (PCC) NEAR MOUNTAIN BLVD	TERRABELLA WAY (EAST)	0.49	CCD4	East Oakland Hills
REDWOOD RD	TERABELLA WAY (EAST)	CAMPUS DR	0.18	CCD4	East Oakland Hills
REDWOOD RD (EB)	CAMPUS DR	CRESTMONT DR	0.16	CCD6	East Oakland Hills
REDWOOD RD (WB)	CRESTMONT DR	CAMPUS DR	0.16	CCD4	East Oakland Hills
REINHARDT DR	KAPHAN AV	SOUTH END	0.36	CCD4	Glenview/ Redwood Heights
RENWICK ST	ALLENDALE AV	FAIRFAX AV	0.25	CCD4	Central East Oakland
RETTIG AV	GUIDO ST	WISCONSIN ST	0.27	CCD4	Glenview/ Redwood Heights
RHODA AV	300 M	ALIDA ST	0.08	CCD4	Glenview/ Redwood Heights
RICH ST	42 ST	WEBSTER ST	0.16	CCD1	North Oakland/Adams Point
RIDGEMOOR RD	SEQUOYAH RD	SOUTH END	0.05	CCD7	East Oakland Hills
RIDGEWAY AV	RIDGEWAY AV	GILBERT ST	0.04	CCD1	North Oakland/Adams Point
RIDGEWAY AV	BROADWAY	PIEDMONT AV	0.30	CCD1	North Oakland/Adams Point
RIDGEWOOD DR	COLTON BLVD	HOMEWOOD DR	0.21	CCD4	North Oakland Hills
RIFLE LN	MOUNTAIN BLVD	ALTURA PL	0.08	CCD6	East Oakland Hills

Street	From	To	Miles	CCD	Planning Area
RILEA WY	NORTH END	KELLER AV	0.22	CCD6	East Oakland Hills
RINCON DR	ZINN DR	DRAKE DR	0.15	CCD4	North Oakland Hills
RISHELL DR	SKYLINE BLVD	CRESTMONT DR	0.50	CCD4	East Oakland Hills
RISPIN DR	CLAREMONT AV	WEST END	0.16	CCD1	North Oakland Hills
RIVIERA CT	ELYSIAN FIELDS	EAST END	0.03	CCD7	East Oakland Hills
ROBLE RD	CHABOT RD	CITY LIMIT	0.21	CCD1	North Oakland/Adams Point
ROBLEY TER	MONTELL ST	MONTE VISTA AV	0.07	CCD1	North Oakland/Adams Point
ROCKRIDGE BLVD	BROADWAY	ROCK RIDGE BL S	0.13	CCD1	North Oakland/Adams Point
ROCKRIDGE PL	ROCK RIDGE BL S	ROCK RIDGE BL N	0.04	CCD1	North Oakland/Adams Point
ROCKWELL ST	MYSTIC ST	HARWOOD AV	0.16	CCD1	North Oakland/Adams Point
ROCKY POINT CT	LEONA DR	EAST END	0.21	CCD6	East Oakland Hills
RODERICK RD	DINGLEY ST	LOCHARD ST	0.11	CCD7	East Oakland Hills
ROLAND WY	CAPWELL DR	OAKPORT	0.35	CCD7	Coliseum/Airport
ROMANY RD	GOLDEN GATE AV	CROSS RD	0.19	CCD1	North Oakland/Adams Point
ROMANY RD	CROSS RD	GLENBROOK DR	0.28	CCD1	North Oakland/Adams Point
ROSAL AV	LAKESHORE AV	BALFOUR AV	0.07	CCD2	Glenview/ Redwood Heights
ROSAL AV	BALFOUR AV	BALFOUR AV	0.15	CCD2	Glenview/ Redwood Heights
ROSSMOOR AV	ROSSMOOR CT	ASHTON AV	0.08	CCD7	Coliseum/Airport
ROSSMOOR CT	CLARA ST	EAST END	0.06	CCD7	Coliseum/Airport
ROYAL ANN ST	107 AV	103 AV	0.19	CCD7	Central East Oakland
ROYAL ANN ST	103 AV	102 AV	0.06	CCD7	Central East Oakland
RUDSDALE ST	77 ST	NORTH END	0.12	CCD7	Central East Oakland
RUDSDALE ST	81ST AV	77 AV	0.21	CCD7	Central East Oakland
RUTHERFORD ST	E 22 ST	FOOTHILL BLVD	0.09	CCD5	Eastlake/Fruitvale
RUTHLAND RD	MOUNTAIN BLVD	EAST END	0.28	CCD1	North Oakland Hills
RYDAL CT	STOCKBRIDGE DR	WEST END	0.06	CCD4	North Oakland Hills
S COLISEUM WY	CREEK BRIDGE	HEGENBERGE R RD	0.32	CCD7	Coliseum/Airport
S ROCKRIDGE BLVD	ROCK RIDGE BV	MARGARIDO DR	0.19	CCD1	North Oakland/Adams Point
SAN LEANDRO ST	75 AV	77 AV	0.09	CCD7	Central East Oakland
SAN LEANDRO ST	47 AV	53 AV	0.32	CCD5	Central East Oakland
SAN LEANDRO ST	98 AV	PARK BLVD	0.94	CCD7	Central East Oakland
SAN LEANDRO ST	53 AV	PC 50 FT S/O SEMINARY AV	0.38	CCD5	Central East Oakland
SAN LEANDRO ST	PC 240 FT S/O 66 AV	69 AV	0.11	CCD7	Central East Oakland

Street	From	To	Miles	CCD	Planning Area
SAN LEANDRO ST	69 AV	75 AV	0.28	CCD7	Central East Oakland
SAN PABLO AV	W GRAND AV	36 ST	1.01	CCD3	West Oakland
SAN SEBASTIAN AV	HOLLYWOOD AV	EL CENTRO AV	0.16	CCD5	Glenview/ Redwood Heights
SANFORD ST	NORTH END	SHONE ST	0.18	CCD7	East Oakland Hills
SANTA CLARA AV	GRAND AV	HARRISON ST	0.73	CCD2	North Oakland/Adams Point
SARAZEN AV	CASTLEWOOD AV	WEST END	0.05	CCD7	East Oakland Hills
SARONI DR	HEARTWOOD DR	ASILOMAR CIR	0.37	CCD4	North Oakland Hills
SARONI DR	SHEPHERD CYN RD	GLENCOURT DR	0.31	CCD4	North Oakland Hills
SCHOOL ST	COOLIDGE AV	FRUITVALE AV	0.31	CCD5	Eastlake/Fruitvale
SCHOOL ST	35 AV	COOLIDGE AV	0.47	CCD5	Eastlake/Fruitvale
SCHOOL ST	FRUITVALE AV	NORTH END	0.08	CCD5	Eastlake/Fruitvale
SCOVILLE ST	55 AV	57 AV	0.13	CCD6	Central East Oakland
SEACOR CT	MOUNTAIN BLVD	EAST END	0.04	CCD7	East Oakland Hills
SEMINARY AV	FOOTHILL BLVD	ROBERTS AV	0.23	CCD6	Central East Oakland
SEMINARY AV	ROBERTS AV	BRANN ST	0.07	CCD6	Central East Oakland
SEMINARY AV	BRANN ST	CAMDEN ST	0.09	CCD6	Central East Oakland
SEMINARY AV	MACARTHUR BLVD	SUNNYMERE AV	0.66	CCD6	Central East Oakland
SEQUOYAH RD	RIDGEMOOR RD	SCG	0.09	CCD7	East Oakland Hills
SEQUOYAH RD	SCG	KELLER AV	0.04	CCD7	East Oakland Hills
SHAFTER AV	CAVOUR ST	40 ST	0.68	CCD1	North Oakland/Adams Point
SHAFTER AV	FOREST ST	CAVOUR ST	0.43	CCD1	North Oakland/Adams Point
SHATTUCK AVE	TELEGRAPH AV	59 ST	0.80	CCD1	North Oakland/Adams Point
SHAW ST	TRUMAN AV	STANLEY AV	0.16	CCD7	East Oakland Hills
SHAWNEE CT	TARTAN WAY	NORTH END	0.07	CCD6	East Oakland Hills
SHAY DR	HANSOM DR	HANSOM DR	0.27	CCD6	East Oakland Hills
SHEFFIELD AV	E 29 ST	MACARTHUR BLVD	0.36	CCD5	Eastlake/Fruitvale
SHELDON ST	SOUTH END	BARRETT ST	0.03	CCD7	East Oakland Hills
SHELDON ST	BARRETT ST	106 AV	0.11	CCD7	East Oakland Hills
SHELDON ST	106 AV	NORTH END	0.03	CCD7	East Oakland Hills
SHEPHERD CANYON RD	2970 FT	AITKEN DR	0.92	CCD4	North Oakland Hills
SHEPHERD CANYON RD	SNAKE RD	1980 FT	0.36	CCD4	North Oakland Hills
SHEPHERD CANYON RD	1980 FT	2970 FT	0.19	CCD4	North Oakland Hills
SHERIDAN RD	COCHRANE AV	EAST END	0.20	CCD1	North Oakland Hills
SHERWICK DR	BRISTOL DR	CHARING CROSS	0.13	CCD1	North Oakland Hills
SIMMONS ST	WYMAN ST	MADERA AV	0.11	CCD6	Central East Oakland
SIMS DR	ESTATES DR	EAST END	0.10	CCD4	North Oakland Hills
SKYLINE BLVD	BAY FOREST DR	BROADWAY TERR	0.63	CCD1	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
SKYLINE BLVD	BROADWAY TERR	GRIZZLY PEAK BV	0.86	CCD1	North Oakland Hills
SKYLINE BLVD	7920 FT	JOAQUIN MILLER RD	1.27	CCD4	North Oakland Hills
SKYLINE BLVD	SHEPHERD CYN RD	7920FT	1.94	CCD4	North Oakland Hills
SKYLINE BLVD	JOAQUIN MILLER RD	REDWOOD RD	1.20	CCD4	East Oakland Hills
SLATER LN	ALVARADO RD	EVERGREEN LN	0.12	CCD1	North Oakland Hills
SNAKE RD	MOUNTAIN BLVD	SHEPHERD CYN RD	0.16	CCD4	North Oakland Hills
SNAKE RD	SHEPHERD CYN RD	COLTON DR	0.80	CCD4	North Oakland Hills
SNELL ST	75 AV	71 AV	0.19	CCD7	Central East Oakland
SNELL ST	71 AV	70 AV	0.05	CCD7	Central East Oakland
SNELL ST	70 AV	69 AV	0.05	CCD7	Central East Oakland
SNOWDOWN AV	NORTH END	MALCOLM AV	0.04	CCD7	East Oakland Hills
SOBRANTE RD	THORNHILL DR	OAKWOOD DR	0.17	CCD4	North Oakland Hills
SOLANO WY	14 AV	SOUTH END	0.60	CCD2	Eastlake/Fruitvale
SOMERSET RD	ESTATES DR	SOUTH END	0.19	CCD4	North Oakland Hills
SOMERSET RD	CITY LIMIT	CITY LIMIT	0.09	CCD4	North Oakland Hills
SONIA ST	MODOC AV	MODOC AV	0.22	CCD1	North Oakland Hills
SONOMA WY	WEST END	18 AV	0.11	CCD2	Eastlake/Fruitvale
SONOMA WY	14 AV	16 AV	0.07	CCD2	Eastlake/Fruitvale
SOUTHWOOD CT	PASO ROBLES DR	NORTH END	0.05	CCD4	North Oakland Hills
SPRINGFIELD ST	98 AV	SOUTH END	0.08	CCD7	Central East Oakland
SPRUCE ST	MACARTHUR BLVD	PARK BLVD	0.32	CCD2	Eastlake/Fruitvale
STACEY ST	SHETLAND AV	SCOTIA AV	0.40	CCD7	East Oakland Hills
STANFORD AV	VALLEJO ST	FREMONT ST	0.05	CCD1	North Oakland/Adams Point
STANFORD AV (NB)	SAN PABLO AV	FREMONT ST	0.11	CCD1	North Oakland/Adams Point
STANFORD AV (SB)	MARKET ST	SAN PABLO AV	0.49	CCD1	North Oakland/Adams Point
STAR AV	MARION AV	SUTER ST	0.05	CCD4	Eastlake/Fruitvale
STATEN AV	PALM AV	GRAND AV	0.24	CCD3	North Oakland/Adams Point
STAUFFER CT	STAUFFER PL	NORTH END	0.02	CCD6	East Oakland Hills
STAUFFER PL	MOUNTAIN BLVD	GERANIUM PL	0.09	CCD6	East Oakland Hills
STEINMETZ WY	WILSHIRE BV	NORTH END	0.07	CCD4	Glenview/ Redwood Heights
STONEFORD AV	ST ELMO DR	LYNDHURST ST	0.25	CCD7	Central East Oakland
STONEWALL RD	CLAREMONT AV	NORTH END	0.38	CCD1	North Oakland Hills
STORER AV	REDDING ST	CAMDEN ST	0.25	CCD6	Central East Oakland
STOW AV	WAYNE AV	NEWTON AV	0.11	CCD2	Eastlake/Fruitvale
SUNKIST DR	73 AV	EDWARDS AV	0.12	CCD6	East Oakland Hills
SUNKIST DR	EDWARDS AV	COLUMBIAN DR	0.18	CCD6	East Oakland Hills
SUNKIST DR	COLUMBIAN DR	82 AV	0.63	CCD6	East Oakland Hills

Street	From	To	Miles	CCD	Planning Area
SUNNYHILLS RD	HILLCROFT CIR	TRESTLE GLEN RD	0.28	CCD2	Glenview/ Redwood Heights
SUNNYHILLS RD	UNDERHILLS RD	HUBERT RD	0.05	CCD2	Glenview/ Redwood Heights
SUNNYMERE AV	VAN MOURIK AV	DELMONT AV	0.24	CCD6	East Oakland Hills
SUNNYMERE AV	DELMONT AV	EDGEMOOR PL	0.07	CCD6	East Oakland Hills
SUNNYMERE AV	EDGEMOOR PL	BURCKHALTER AV	0.12	CCD6	East Oakland Hills
SUNNYMERE AV	BURCKHALTER AV	EDWARDS AV	0.05	CCD6	East Oakland Hills
SUNNYMERE AV	SEMINARY AV	VAN MOURIK AV	0.10	CCD6	East Oakland Hills
SUNNYSIDE ST	90 AV	98 AV	0.42	CCD7	Central East Oakland
SUNNYSLOPE AV	VALLE VISTA AV	JEAN ST	0.05	CCD2	North Oakland/Adams Point
SURREY LN	KELLER AV	HANSOM DR	0.86	CCD6	East Oakland Hills
SWAINLAND RD	FAIRLANE RD	BROADWAY TERR	0.71	CCD1	North Oakland Hills
SYLHOWE RD	MONTEREY BV	NORTH END	0.10	CCD4	Glenview/ Redwood Heights
SYLVAN AV	SOUTH END	MAPLE AV	0.22	CCD4	Glenview/ Redwood Heights
TAFT AV	BROADWAY	COLLEGE AV	0.29	CCD1	North Oakland/Adams Point
TARTAN WY	BALMORAL DR	WEST END	0.17	CCD6	East Oakland Hills
TAURUS PL	NORTH END	BROADWAY TERR	0.09	CCD1	North Oakland Hills
TELEGRAPH AV	16 ST	19 ST	0.16	CCD3	Downtown
TELEGRAPH AV	19 ST	THOMAS L BERKLEY (20 ST)	0.09	CCD3	Downtown
TELEGRAPH AV	SYCAMORE ST	29 ST	0.22	CCD3	North Oakland/Adams Point
TELEGRAPH AV	SYCAMORE ST	29 ST	0.22	CCD3	North Oakland/Adams Point
TELEGRAPH AV	AILEEN ST	62 ST	0.43	CCD1	North Oakland/Adams Point
TELEGRAPH AV	62 ST	S/O ALCATRAZ AV	0.15	CCD1	North Oakland/Adams Point
TELEGRAPH AV	S/O ALCATRAZ AV	CITY LIMIT (WOOLSLEY)	0.18	CCD1	North Oakland/Adams Point
TERRACE ST	MATHER ST	RIDGEWAY AV	0.18	CCD1	North Oakland/Adams Point
TEVIS ST	58 AV	SOUTH END	0.23	CCD6	Central East Oakland
TEXAS ST	COOLIDGE AV	MAPLE AV	0.21	CCD4	Eastlake/Fruitvale
THERMAL ST	CHEROKEE AV	98 AV	0.15	CCD7	East Oakland Hills
THERMAL ST	98 AV	99 AV	0.20	CCD7	East Oakland Hills
THOMAS L. BERKLEY WY	SAN PABLO AV	TELEGRAPH AV	0.20	CCD3	Downtown
THOMPSON ST	COURTLAND AV	47 AV	0.10	CCD5	Central East Oakland
THORNDALE DR	990 FT	SOBRANTE RD	0.68	CCD4	North Oakland Hills
THORNHILL DR	MORAGA AV	MOUNTAIN BLVD	0.09	CCD4	North Oakland Hills
THORNHILL DR	MOUNTAIN BLVD	PINEHAVEN RD	0.70	CCD4	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
TIFFIN RD	WHITTLE AV	LYMAN RD	0.30	CCD4	Glenview/ Redwood Heights
TIFFIN RD	LINCOLN AV	WHITTLE AV	0.05	CCD4	Glenview/ Redwood Heights
TOLER AV	99 AV	WARNER AV	0.10	CCD7	Central East Oakland
TOMPKINS AV	HIGH ST	NORTH END	0.11	CCD4	Glenview/ Redwood Heights
TOPANGA DR	EL PASEO DR	CAPISTRANO DR	0.09	CCD7	Central East Oakland
TOPANGA DR	105 AV	EAST END	0.08	CCD7	Central East Oakland
TOTTERDELL ST	MELVILLE DR	SKYLINE BLVD	0.08	CCD4	North Oakland Hills
TOWNSEND AV	EVERETT AV	WELLINGTON ST	0.11	CCD5	Glenview/ Redwood Heights
TOYON PL	ALISO AV	WEST END	0.03	CCD4	Glenview/ Redwood Heights
TRASK ST	55 AV	SEMINARY AV	0.25	CCD6	Central East Oakland
TULLY PL	OUTLOOK AV	HILLMONT ST	0.05	CCD6	East Oakland Hills
TUNNEL RD	HILLER DR	FIRE PLUG	1.46	CCD1	North Oakland Hills
TUNNEL RD	FIRE PLUG	BAY FOREST DR	0.17	CCD1	North Oakland Hills
TUNNEL RD	CALDECOTT LN	HILLER DR	0.03	CCD1	North Oakland Hills
TURNLEY AV	FAIRWAY AV	SOUTH END	0.13	CCD7	East Oakland Hills
TYRRELL ST	COURTLAND AV	47 AV	0.08	CCD5	Central East Oakland
URANUS AV	BROADWAY TERR	MERRIEWOOD AV	0.13	CCD4	North Oakland Hills
UTAH ST	PARTRIDGE AV	82 AV	0.05	CCD6	East Oakland Hills
VALLEJO ST	55 ST	59 ST	0.28	CCD1	North Oakland/Adams Point
VALLEY ST	22 ST	GRAND AV	0.04	CCD3	Downtown
VALLEY VIEW RD	TAURUS AV	PINEHAVEN RD	0.80	CCD4	North Oakland Hills
VAN CLEAVE WY	WESTFIELD WAY	CREIGHTON WAY	0.19	CCD4	East Oakland Hills
VAN MOURIK AV	SUNNYMERE AV	EAST END	0.01	CCD6	East Oakland Hills
VERNON ST	WEST END	SANTA CLARA AV	0.03	CCD2	North Oakland/Adams Point
VERNON ST	SANTA CLARA AV	MONTE VISTA AV	0.27	CCD2	North Oakland/Adams Point
VICENTE ST	WEST END	58 ST	0.15	CCD1	North Oakland/Adams Point
VICENTE WY	CLAREMONT AV	55 ST	0.05	CCD1	North Oakland/Adams Point
VICENTE WY	55 ST	CLAREMONT AV	0.12	CCD1	North Oakland/Adams Point
VICKSBURG AVE	WENTWORTH AV	FOOTHILL BLVD	0.12	CCD4	Central East Oakland
VICTOR AV	35 AV	NORTH END	0.19	CCD4	Glenview/ Redwood Heights
VIEW CREST CT	VIEWCREST DR	EAST END	0.05	CCD6	East Oakland Hills
VIEW PL	MONTGOMERY ST	NORTH END	0.09	CCD1	North Oakland/Adams Point
VIEWCREST DR	CAMPUS DR	RIDGEMONT DR	0.33	CCD6	East Oakland Hills
VILLANOVA DR	MANZANITA DR	MANZANITA DR	0.19	CCD4	North Oakland Hills

Street	From	To	Miles	CCD	Planning Area
VIOLA ST	PENNIMAN AV	WEST END	0.21	CCD4	Eastlake/Fruitvale
VIOLA ST	OVER ST	SUTER ST	0.09	CCD4	Eastlake/Fruitvale
VIRGINIA AV	KINGSLAND AV	MONTICELLO AV	0.05	CCD6	Central East Oakland
VIRGINIA AV	MONTICELLO AV	KNOWLAND AV	0.07	CCD6	Central East Oakland
VISTA DEL MAR CT	ASPINWALL RD	EAST END	0.07	CCD4	North Oakland Hills
W GRAND AV	MARKET ST	SAN PABLO AV	0.28	CCD3	West Oakland
W GRAND AV	SAN PABLO AV	M L KING JR WAY	0.07	CCD3	West Oakland
W GRAND AV	M L KING WAY	TELEGRAPH AV	0.21	CCD3	Downtown
W GRAND AV	TELEGRAPH AV	BROADWAY	0.13	CCD3	Downtown
W MACARTHUR BLVD	BROADWAY	MANILA AV	0.07	CCD3	North Oakland/Adams Point
W MACARTHUR BLVD	M L KING WAY	FREEWAY ENT.	0.39	CCD1	North Oakland/Adams Point
W MACARTHUR BLVD	FREEWAY ENT	SAN PABLO AV	0.35	CCD1	North Oakland/Adams Point
WAKEFIELD AV	23 AV	E 27 ST	0.19	CCD2	Eastlake/Fruitvale
WALAVISTA AV	KENMORE AV	LAKESHORE AV	0.12	CCD2	North Oakland/Adams Point
WALAVISTA AV	CARLSTON AV	EAST END	0.04	CCD2	Glenview/ Redwood Heights
WALDECK CT	MELVILLE DR	EAST END	0.06	CCD4	North Oakland Hills
WALNUT ST	HIGH ST	MONTICELLO AV	0.37	CCD6	Central East Oakland
WALNUT ST	90 AV	98 AV	0.42	CCD7	Central East Oakland
WALTER AV	CLARA ST	98TH AV	0.23	CCD7	Coliseum/Airport
WALTER AV	LOUISIANA ST	NORTH END	0.03	CCD7	Coliseum/Airport
WALTER AV	LOUISIANA ST	CLARA ST	0.06	CCD7	Coliseum/Airport
WARD LN	CURRAN AV	PLEITNER AV	0.07	CCD5	Eastlake/Fruitvale
WARFIELD AV	MANDANA BLVD	WICKSON AV	0.11	CCD2	North Oakland/Adams Point
WARFIELD AV	BOULEVARD WAY	PRINCE ST	0.31	CCD2	North Oakland/Adams Point
WARNER AV	BANCROFT AV	MACARTHUR BLVD	0.18	CCD7	Central East Oakland
WARWICK AV	EUCLID AV	PERKINS ST	0.18	CCD3	North Oakland/Adams Point
WASHINGTON ST	6 ST	5 ST	0.05	CCD3	Downtown
WATTLING ST	42 AV	HIGH ST	0.08	CCD5	Eastlake/Fruitvale
WAVERLY ST	23 ST	24 ST	0.09	CCD3	North Oakland/Adams Point
WAYNE AV	ATHOL AV	HANOVER AV	0.12	CCD2	Eastlake/Fruitvale
WAYNE PL	PARK BLVD	ATHOL AV	0.11	CCD2	Eastlake/Fruitvale
WEBSTER ST	45 ST	40 ST	0.33	CCD1	North Oakland/Adams Point
WEBSTER ST	40 ST	MACARTHUR BLVD	0.23	CCD1	North Oakland/Adams Point
WEBSTER ST	51 ST	45 ST	0.25	CCD1	North Oakland/Adams Point
WEBSTER ST	HAWTHORNE AV	28 ST	0.35	CCD3	North Oakland/Adams Point

Street	From	To	Miles	CCD	Planning Area
WEBSTER ST	MACARTHUR BLVD	36 ST	0.10	CCD3	North Oakland/Adams Point
WEBSTER ST	6 ST	5 ST	0.06	CCD2	Downtown
WEBSTER ST	HAWTHORNE AV	HAWTHORNE AV	0.02	CCD3	North Oakland/Adams Point
WEBSTER ST	36 ST	HAWTHORNE AV	0.20	CCD3	North Oakland/Adams Point
WEE BLYTHEN	BLYTHEN WAY	SOUTH END	0.02	CCD6	East Oakland Hills
WELD ST	73 AV	79 AV	0.31	CCD6	Central East Oakland
WEST ST	14 ST	20 ST	0.31	CCD3	West Oakland
WEST ST	20 ST	W GRAND AV	0.14	CCD3	West Oakland
WEST ST	M L KING WAY	52 ST	0.06	CCD1	North Oakland/Adams Point
WESTALL AV	RICHMOND BV	PIEDMONT AV	0.07	CCD3	North Oakland/Adams Point
WESTFIELD WY	CRESTMONT DR	WEST END	0.15	CCD4	East Oakland Hills
WESTOVER DR	DORAN DR	SHELTERWOOD DR	0.31	CCD4	North Oakland Hills
WESTOVER DR	SHELTERWOOD DR	THACKERAY DR	0.24	CCD4	North Oakland Hills
WESTWOOD CT	INDIAN WAY	SOUTH END	0.05	CCD4	North Oakland Hills
WEYBRIDGE CT	CASTLE DR	SOUTH END	0.09	CCD4	North Oakland Hills
WHEELER ST	FAIRVIEW ST	65 ST	0.04	CCD1	North Oakland/Adams Point
WHITE CT	AITKEN DR	EAST END	0.08	CCD4	North Oakland Hills
WHITMORE PL	WHITMORE ST	WEST END	0.02	CCD1	North Oakland/Adams Point
WHITNEY ST	60 ST	59 ST	0.09	CCD1	North Oakland/Adams Point
WHITTLE CT	WHITTLE AV	WEST END	0.03	CCD4	Glenview/ Redwood Heights
WICKSON AV	WALKER AV	RAND AV	0.09	CCD2	North Oakland/Adams Point
WILLOW ST	26 ST	24 ST	0.12	CCD3	West Oakland
WILLOW ST	24 ST	W GRAND AV	0.11	CCD3	West Oakland
WILLOW ST	MANDELA PKWY	26 ST	0.06	CCD3	West Oakland
WILLOW ST	17 ST	16 ST	0.05	CCD3	West Oakland
WILSON AV	MONTANA ST	MACARTHUR BLVD	0.12	CCD4	Eastlake/Fruitvale
WOOD CT	WOOD DR	NORTH END	0.06	CCD4	North Oakland Hills
WOOD ST	7 ST	8 ST	0.07	CCD3	West Oakland
WOOD ST	8 ST	13 ST	0.37	CCD3	West Oakland
WOOD ST	W GRAND AV	BEACH ST	0.65	CCD3	West Oakland
WOOD ST	13 ST	16 ST	0.16	CCD3	West Oakland
WOODCLIFF CT	MALCOLM AV	NORTH END	0.07	CCD7	East Oakland Hills
WOODCREST CIR	MOUNTAIN BLVD	EAST END	0.07	CCD4	North Oakland Hills
WOODHAVEN WY	THORNHILL DR	THORNHILL DR	0.41	CCD4	North Oakland Hills
WOODMINSTER LN	MOUNTAIN BLVD	WERNER CT	0.07	CCD4	North Oakland Hills
WOODRUFF AV	HAMPEL ST	BENTON ST	0.05	CCD5	Glenview/ Redwood Heights
WORTH ST	PHELPS ST	EDES AV	0.16	CCD7	Coliseum/Airport

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Street	From	To	Miles	CCD	Planning Area
YARNMOUTH CT	STANTONVILLE DR	EAST END	0.02	CCD4	East Oakland Hills
YGNACIO AV	46 AV	HIGH ST	0.13	CCD5	Central East Oakland
YOSEMITE AV	PIEDMONT AV	FAIRMOUNT AV	0.16	CCD1	North Oakland/Adams Point
YUBA AV	BIRDSALL AV	MORCOM AV	0.06	CCD6	Central East Oakland
YUBA AV	55 AV	BIRDSALL AV	0.08	CCD6	Central East Oakland
ZINN DR	DRAKE DR	NORTH END	0.10	CCD4	North Oakland Hills

# ATTACHMENT B

**SUBJECT:** Unfunded Major Streets Priorities

These following street segments reflect all citywide major arterials that have poor pavement condition scores (PCI<50) and are of concrete construction. Staff recommend these street segments as priorities for potential grant funding for repair and/or replacement.

<b>STREET</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>	<b>PCI (2021)</b>
<b>27TH ST</b>	BROADWAY	HARRISON ST	0.25	40
<b>7TH ST</b>	BAY ST	WOOD ST	0.34	45
<b>7TH ST</b>	PVMT CHNG	PVMT CHNG	0.34	47
<b>7TH ST</b>	PVMT CHNG	BAY ST	0.09	48
<b>BAY PL</b>	GRAND AV	HARRISON ST	0.17	38
<b>BROADWAY TER</b>	PVT CH	FREEWAY OVERPAS	0.71	39
<b>HARRISON ST (EB)</b>	GRAND AV	PVMT CHNG	0.16	35
<b>MACARTHUR BLVD</b>	HARRISON ST	FAIRMOUNT AV	0.12	11
<b>MACARTHUR BLVD</b>	HOPKINS PL	COOLIDGE AV	0.06	35
<b>W MACARTHUR BLVD</b>	FAIRMOUNT AV	BROADWAY	0.30	50
<b>PARK BLVD</b>	EXCELSIOR AV	EL CENTRO AV	0.87	28
<b>SAN LEANDRO ST</b>	HIGH ST	47 AV	0.23	29
<b>SAN LEANDRO ST</b>	77 AV	98 AV	1.15	41
<b>SAN LEANDRO ST</b>	PC 50 FT S/O SEMINARY AV	PC 240 FT S/O 66 AVE	0.42	47
<b>SAN LEANDRO ST</b>	FRUITVALE AV	HIGH ST	0.63	49
<b>Total</b>			5.8	