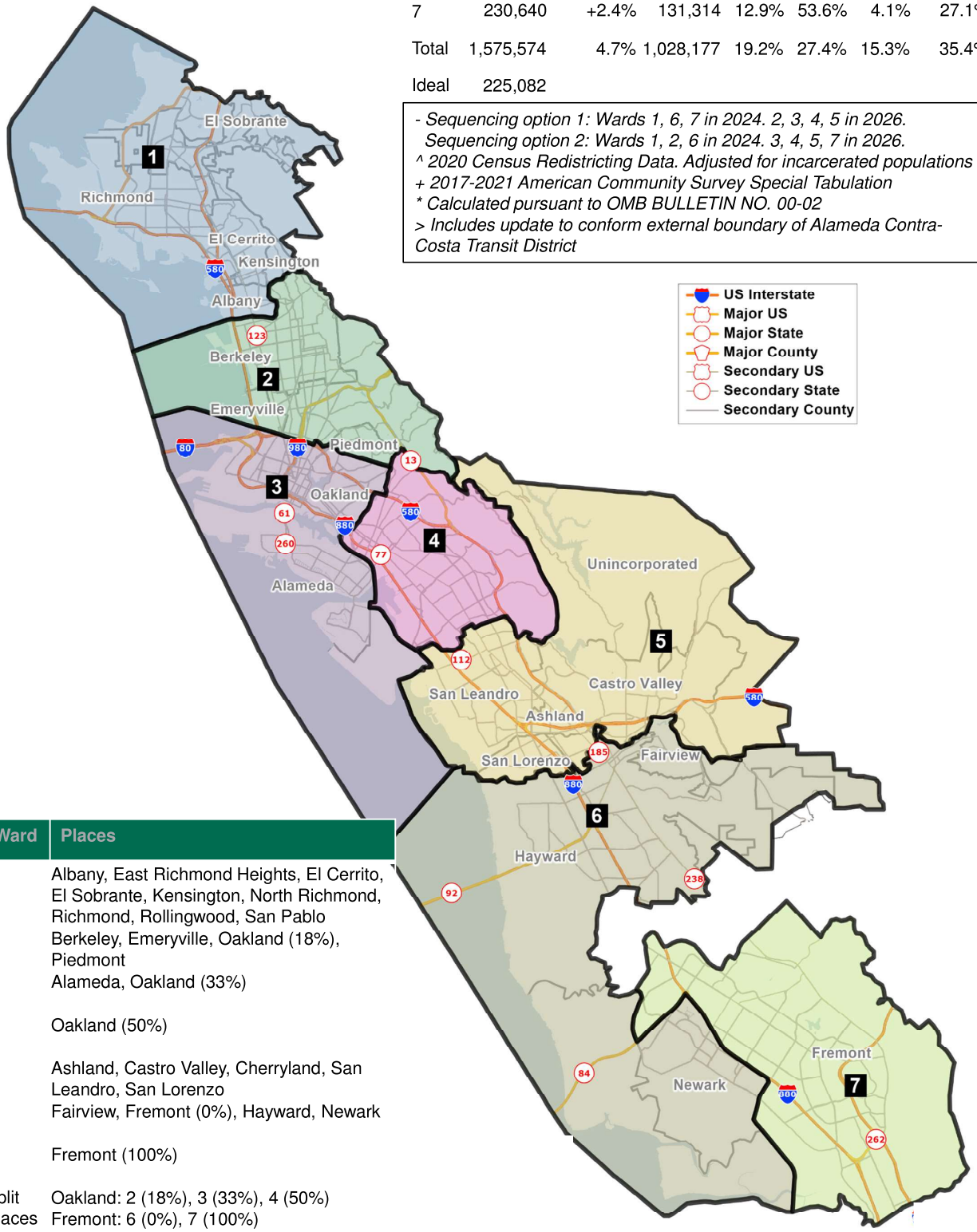
AC TRANSIT

Plan Evergreen

Prepared by WAGAMAN STRATEGIES

#	Population^		Citizen Voting Age Population+				
	Total	Deviation	Total	Latino*	Asian*	Black*	NH-White
1	226,500	+0.6%	138,082	26.5%	18.9%	19.1%	33.1%
2	225,960	+0.4%	171,515	9.1%	18.6%	11.0%	59.6%
3	222,790	-1.0%	158,802	11.1%	27.3%	17.0%	42.2%
4	220,110	-2.3%	133,202	25.4%	15.3%	35.1%	21.5%
5	227,395	+1.0%	152,944	23.2%	29.9%	11.1%	32.5%
6	222,179	-1.3%	142,318	29.0%	30.7%	11.5%	24.7%
7	230,640	+2.4%	131,314	12.9%	53.6%	4.1%	27.1%
Total	1,575,574	4.7%	1,028,177	19.2%	27.4%	15.3%	35.4%
Ideal	225,082						

- Sequencing option 1: Wards 1, 6, 7 in 2024. 2, 3, 4, 5 in 2026.
Sequencing option 2: Wards 1, 2, 6 in 2024. 3, 4, 5, 7 in 2026.
^ 2020 Census Redistricting Data. Adjusted for incarcerated populations
+ 2017-2021 American Community Survey Special Tabulation
** Calculated pursuant to OMB BULLETIN NO. 00-02*
> Includes update to conform external boundary of Alameda Contra-Costa Transit District



Ward	Places
1	Albany, East Richmond Heights, El Cerrito, El Sobrante, Kensington, North Richmond, Richmond, Rollingwood, San Pablo
2	Berkeley, Emeryville, Oakland (18%), Piedmont
3	Alameda, Oakland (33%)
4	Oakland (50%)
5	Ashland, Castro Valley, Cherryland, San Leandro, San Lorenzo
6	Fairview, Fremont (0%), Hayward, Newark
7	Fremont (100%)
Split Places	Oakland: 2 (18%), 3 (33%), 4 (50%) Fremont: 6 (0%), 7 (100%)

** When place is split, percentages are shown for ward's share of place's total population.*

EVERGREEN PLAN

The ward areas are as follows:

Ward 1: All the portion of Alameda-Contra Costa Transit District lying northerly of the following line: Beginning at the intersection of the easterly boundary of the Alameda-Contra Costa Transit District and the northerly boundary of the County of Alameda, and proceeding westerly along the boundary of the County of Alameda to the northeasterly boundary of the City of Albany, and proceeding southerly along the boundary of the City of Albany to intersection of the boundary of the City of Albany and the westerly boundary of the Alameda-Contra Costa Transit District.

Ward 2: All the portion of the Alameda-Contra Costa Transit District lying easterly of the following line: Beginning at the intersection of the easterly boundary of the Alameda-Contra Costa Transit District and the northerly boundary of the County of Alameda, and proceeding westerly along the boundary of the County of Alameda to the northeasterly boundary of the City of Albany, and proceeding southerly along the boundary of the City of Albany to the westerly boundary of the Alameda-Contra Costa Transit District, and proceeding southerly along the boundary of the of the Alameda-Contra Costa Transit District to the northerly boundary of the City of Oakland, and proceeding easterly along the boundary of the City of Oakland to San Pablo Avenue, and proceeding southeasterly along San Pablo Avenue to Interstate 580, and proceeding easterly along Interstate 580 to Broadway Avenue, and proceeding northeasterly along Broadway to MacArthur Boulevard, and proceeding southeasterly along MacArthur Boulevard to Fairmount Avenue, and proceeding northeasterly along Fairmount Avenue to El Dorado Avenue, and proceeding northeasterly along El Dorado Avenue to Bayo Vista Avenue, and proceeding northwesterly along Bayo Vista Avenue to Fairmount Avenue, and proceeding northeasterly along Fairmount Avenue to Monte Vista Avenue, and proceeding southeasterly along Monte Vista Avenue to Kingston Avenue, and proceeding northeasterly along Kingston Avenue to the boundary of the City of Piedmont, and proceeding southeasterly along the boundary of the City of Piedmont to the intersection of the northeasterly boundary of the City of Piedmont and Park Boulevard, and proceeding northeasterly along Park Boulevard to State Route 13, and proceeding southeasterly along State Route 13 to Joaquin Miller Road, and proceeding easterly along Joaquin Miller Road to the easterly boundary of the City of Oakland, and proceeding northerly along the boundary of the City of Oakland to the intersection of the boundary of the City of Oakland and the easterly boundary of the Alameda-Contra Costa Transit District.

Ward 3: All the portion of Alameda-Contra Costa Transit District lying westerly of the following line: Beginning at the intersection of the westerly boundary of the Alameda-Contra Costa Transit District and the northerly boundary of the City of Oakland, and proceeding easterly along the boundary of the City of Oakland to San Pablo Avenue, and proceeding southeasterly along San Pablo Avenue to Interstate 580, and proceeding easterly along Interstate 580 to Broadway Avenue, and proceeding northeasterly along Broadway to MacArthur Boulevard, and

proceeding southeasterly along MacArthur Boulevard to Fairmount Avenue, and proceeding northeasterly along Fairmount Avenue to El Dorado Avenue, and proceeding northeasterly along El Dorado Avenue to Bayo Vista Avenue, and proceeding northwesterly along Bayo Vista Avenue to Fairmount Avenue, and proceeding northeasterly along Fairmount Avenue to Monte Vista Avenue, and proceeding southeasterly along Monte Vista Avenue to Kingston Avenue, and proceeding northeasterly along Kingston Avenue to the boundary of the City of Piedmont, and proceeding southeasterly along the boundary of the City of Piedmont to Leimert Boulevard, and proceeding easterly along Leimert Boulevard to Sausal Creek, and proceeding southerly along Sausal Creek to Excelsior Avenue, and proceeding southeasterly along Excelsior Avenue to Fruitvale Avenue, and proceeding southwesterly along Fruitvale Avenue to Interstate 580 and proceeding westerly along Interstate 580 to Ardley Avenue, and proceeding southerly along Ardley Avenue to 23rd Avenue, and proceeding southerly along 23rd Avenue to East 12th Street, and proceeding northwesterly along East 12th Street to 19th Avenue, and proceeding southeasterly along 19th Avenue to Embarcadero, and proceeding southerly along Embarcadero to Dennison Street, and proceeding westerly along Dennison Street to Coast Guard Island Bridge, and proceeding westerly along Coast Guard Island Bridge to the boundary of the City of Alameda, and proceeding southerly along the boundary of the City of Alameda to State Route 61, and proceeding easterly along State Route 61 to the boundary of the City of San Leandro, and proceeding southerly along the boundary of the City of San Leandro to the boundary of the City of Hayward, and proceeding southwesterly along the boundary of the City of Hayward to the intersection of the boundary of the City of Hayward and the westerly boundary of the Alameda-Contra Costa Transit District.

Ward 4: All the portion of the Alameda-Contra Costa Transit District lying within the following line: Beginning at the intersection of Joaquin Miller Road and State Route 13, and proceeding northwesterly along State Route 13 to Park Boulevard, and proceeding southwesterly along Park Boulevard to the boundary of the City of Piedmont, and proceeding southwesterly along the boundary of the City of Piedmont to Leimert Boulevard, and proceeding easterly along Leimert Boulevard to Sausal Creek, and proceeding southerly along Sausal Creek to Excelsior Avenue, and proceeding southeasterly along Excelsior Avenue to Fruitvale Avenue, and proceeding southwesterly along Fruitvale Avenue to Interstate 580, and proceeding westerly along Interstate 580 to Ardley Avenue, and proceeding southerly along Ardley Avenue to 23rd Avenue, and proceeding southerly along 23rd Avenue to East 12th Street, and proceeding northwesterly along East 12th Street to 19th Avenue, and proceeding southeasterly along 19th Avenue to Embarcadero, and proceeding southerly along Embarcadero to Dennison Street, and proceeding westerly along Dennison Street to Coast Guard Island Bridge, and proceeding westerly along Coast Guard Island Bridge to the boundary of the City of Alameda, and proceeding southerly along the boundary of the City of Alameda to State Route 61, and proceeding easterly along State Route 61 to the boundary of the City of Oakland, and proceeding easterly along the boundary of the City of Oakland to Joaquin Miller Road, and proceeding northwesterly along Joaquin Miller Road to the intersection of Joaquin Miller Road and State Route 13.

Ward 5: All the portion of Alameda-Contra Costa Transit District lying easterly of the following line: Beginning at the intersection of the easterly boundary of the Alameda-Contra Costa Transit District and the boundary of the City of Oakland nearest Skyline Boulevard, and proceeding southeasterly along the boundary of the City of Oakland to the boundary of the boundary of the City of San Leandro, and proceeding westerly along the boundary of the City of San Leandro to the boundary of the City of Hayward, and proceeding easterly along the boundary of the City of Hayward to the southwesterly boundary of the Census Designated Place of Castro Valley, and proceeding easterly along the boundary of the Census Designated Place of Castro Valley to the northeasterly boundary of the City of Hayward, and proceeding easterly along the boundary of the City of Hayward to the intersection of the boundary of the City of Hayward and the easterly boundary of the Alameda-Contra Costa Transit District.

Ward 6: All the portion of Alameda-Contra Costa Transit District lying westerly of the following line: Beginning at the intersection of the westerly boundary of the Alameda-Contra Costa Transit District and the northwesterly boundary of the City of Hayward, and proceeding northeasterly along the boundary of the City of Hayward to the southwesterly boundary of the Census Designated Place of Castro Valley, and proceeding easterly along the boundary of the Census Designated Place to the northeasterly boundary of the City of Hayward, and proceeding easterly along the boundary of the City of Hayward to the easterly boundary of the Alameda-Contra Costa Transit District, and proceeding southeasterly along the boundary of the Alameda-Contra Costa Transit District to Ardenwood Boulevard, and proceeding southerly along Ardenwood Boulevard to Paseo Padre Parkway, and proceeding southerly along Paseo Padre Parkway to the boundary of the City of Newark, and proceeding northeasterly along the boundary of the City of Newark to rail line nearest southern boundary of the City of Newark, and proceeding southerly along rail line to the intersection of rail line and the southerly boundary of the Alameda-Contra Costa Transit District.

Ward 7: All the portion of Alameda-Contra Costa Transit District lying easterly of the following line: Beginning at the intersection of the easterly boundary of the Alameda-Contra Costa Transit District and Ardenwood Boulevard, and proceeding southerly along Ardenwood Boulevard to Paseo Padre Parkway, and proceeding southerly along Paseo Padre Parkway to the boundary of the City of Newark, and proceeding northeasterly along the boundary of the City of Newark to rail line nearest southern boundary of the City of Newark, and proceeding southerly along rail line to the intersection of rail line and the southerly boundary of the Alameda-Contra Costa Transit District.