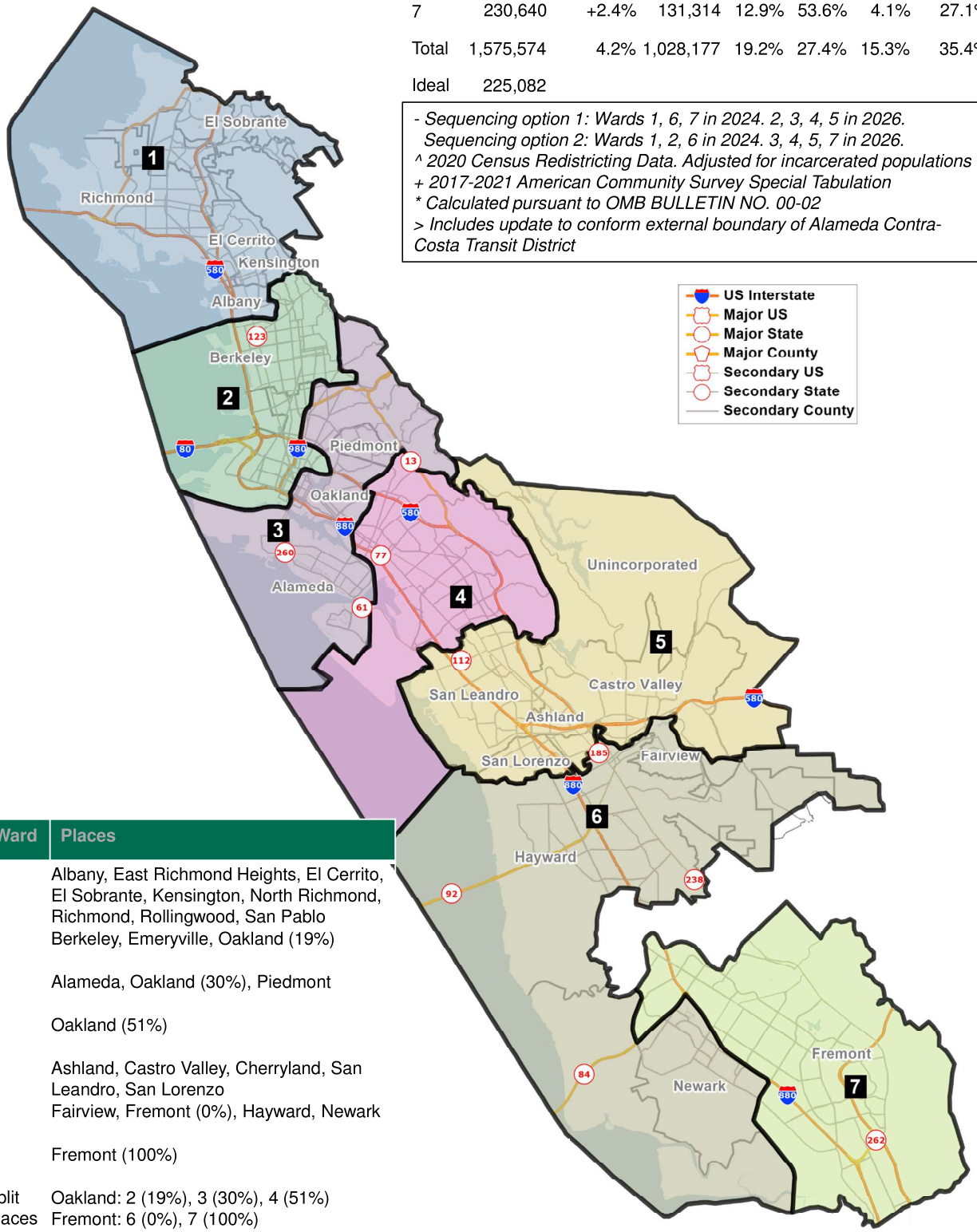
AC TRANSIT

Plan Jade

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	221,065	-1.8%	162,753	11.1%	18.7%	17.8%	50.4%
3	223,683	-0.6%	164,132	9.0%	26.9%	10.0%	51.9%
4	224,112	-0.4%	136,634	25.1%	15.3%	34.5%	22.5%
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	4.2%	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 (19%)
3	Alameda, Oakland (30%), Piedmont
4	Oakland (51%)
5	Ashland, Castro Valley, Cherryland, San Leandro, San Lorenzo
6	Fairview, Fremont (0%), Hayward, Newark
7	Fremont (100%)
Split Places	Oakland: 2 (19%), 3 (30%), 4 (51%) Fremont: 6 (0%), 7 (100%)

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

JADE 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 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 Berkeley, and proceeding northeasterly along the boundary of the City of Berkeley to Telegraph Avenue, and proceeding southerly along Telegraph Avenue to Highway 24, and proceeding southwesterly along Highway 24 to Interstate 580, and proceeding easterly along Interstate 580 to Grand Avenue, and proceeding westerly along Grand Avenue to Broadway, and proceeding southwesterly along Broadway to Interstate 880, and proceeding southeasterly along Interstate 880 to the Webster Street Tube, and proceeding southwesterly along the Webster Street Tube to the boundary of the City of Alameda, and proceeding westerly along the boundary of the City of Alameda to the intersection of the boundary of the City of Alameda and the westerly boundary of the Alameda-Contra Costa Transit District.

Ward 3: All the portion of the Alameda-Contra Costa Transit District lying southwesterly of the following line: Beginning at the intersection of the westerly boundary of the Alameda-Contra Costa Transit District and the southwesterly boundary of the City of Alameda, and proceeding easterly along the boundary of the City of Alameda to Park Street, and proceeding northeasterly along Park Street to 23rd Avenue, and proceeding northwesterly along 23rd Avenue to East 12th Street, and proceeding southeasterly along East 12th Street to 23rd Avenue, and proceeding northerly along 23rd Avenue to Ardley Avenue, and proceeding northerly along Ardley Avenue to Highway 580, and proceeding westerly along Highway 580 to 13th Avenue, and proceeding northeasterly along 13th Avenue to Park Boulevard, and proceeding northeasterly along Park Boulevard to the southerly boundary of the City of Piedmont, and proceeding northeasterly 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 easterly boundary of the Alameda-Contra Costa Transit District, and proceeding northerly along the boundary of the Alameda-Contra Costa Water District to the boundary of the City of Berkeley, and proceeding southerly along

the boundary of the City of Berkeley to Telegraph Avenue, and proceeding southerly along Telegraph Avenue to Highway 24, and proceeding southwesterly along Highway 24 to Interstate 580, and proceeding easterly along Interstate 580 to Grand Avenue, and proceeding westerly along Grand Avenue to Broadway, and proceeding southwesterly along Broadway to Interstate 880, and proceeding southeasterly along Interstate 880 to the Webster Street Tube, and proceeding southwesterly along the Webster Street Tube to the boundary of the City of Alameda, and proceeding westerly along the boundary of the City of Alameda to the intersection of the City of Alameda and the westerly boundary of the Alameda-Contra Costa Transit District.

Ward 4: All the portion of the Alameda-Contra Costa Transit District lying southwesterly of the following line: Beginning at the intersection of the westerly boundary of the Alameda-Contra Costa Transit District and the southwesterly boundary of the City of Alameda, and proceeding easterly along the boundary of the City of Alameda to Park Street, and proceeding northeasterly along Park Street to 23rd Avenue, and proceeding northwesterly along 23rd Avenue to East 12th Street, and proceeding southeasterly along East 12th Street to 23rd Avenue, and proceeding northerly along 23rd Avenue to Ardley Avenue, and proceeding northerly along Ardley Avenue to Highway 580, and proceeding westerly along Highway 580 to 13th Avenue, and proceeding northeasterly along 13th Avenue to Park Boulevard, and proceeding northeasterly along Park Boulevard to the southerly boundary of the City of Piedmont, and proceeding northeasterly 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 southerly along the boundary of the City of Oakland to the intersection of the boundary of the City of Oakland and the westerly boundary of the Alameda-Contra Costa Transit District.

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.