

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



STAFF REPORT

MEETING DATE: 2/23/2022

Staff Report No. 21-029e

TO: AC Transit Board of Directors
FROM: Linda A. Nemeroff, District Secretary
SUBJECT: AC Transit Ward Redistricting

ACTION ITEM

RECOMMENDED ACTION(S):

Receive the Final Report on the Redistricting Project and select Plan 3A for further consideration at the public hearings scheduled on March 9, 2022 and March 23, 2022 at 6:00 p.m.

STRATEGIC IMPORTANCE:

There is no strategic importance associated with this report.

BUDGETARY/FISCAL IMPACT:

There is no budgetary/fiscal impact associated with this report.

BACKGROUND/RATIONALE:

On February 9, 2022, the Board of Directors set public hearings on March 9, 2022 and March 23, 2022 at 6:00 p.m. for consideration of a final redistricting plan. At the time the hearings were set, staff could not make a final recommendation on a redistricting plan to put before the Board at the hearings because the deadline to receive public input on the first phase of the Redistricting Project was also February 9th. Now that this deadline has passed, staff has concluded its work on this phase of the project and is prepared to make a recommendation.

Attached to this report is the Final Report on the Redistricting Project. This document provides a recap of the entire process to date, including the following:

- Necessary background information;
- Population summary for the current ward boundaries;
- Feedback gathered before, during and after the community workshops;
- Written and voicemail comments received;
- Information on Communities of Interest (COI);
- Public Mapping Tool Usage;
- Summary of the Public Outreach Plan; and
- Appendices containing the Draft Redistricting Plans, COI Dot Distribution Maps and images of the

printed and digital collateral for public outreach.

As stated in the Final Report, staff is recommending that the Board select Plan 3A for further consideration at the public hearings scheduled on March 9, 2022 and March 23, 2022. Staff believes Plan 3A achieves a balance in the population of the five wards to the extent practicable while minimizing the division of communities of interest. Plan 3A is also contiguous; preserves and, in some areas, improves compactness; makes the boundaries easier to understand in the areas of change; and maintains the integrity of cities and unincorporated areas to the extent practicable.

ADVANTAGES/DISADVANTAGES:

This report does not request an action with notable advantages or disadvantages.

ALTERNATIVES ANALYSIS:

Staff considered Plan 3 a viable redistricting plan as it combines the best elements of Plans 1 and 2; however, this plan is more complex and requires the exchange of larger portions of the population in Oakland to achieve a balance in population between Wards 2 and 3. In addition, the Plan 3 boundary would be less compact in the area of change and would have a greater impact on reported Communities of Interest than Plan 3A. The boundary line would also not be as easy to understand as the Plan 3A boundary for Oakland.

PRIOR RELEVANT BOARD ACTION/POLICIES:

Resolution No. 21-033

Staff Reports 21-029, 21-029a, 21-029b, 21-029c, 21-029d

ATTACHMENTS:

1. Final Report and Related Appendices

Prepared by:

Linda A. Nemeroff, District Secretary

In Collaboration with:

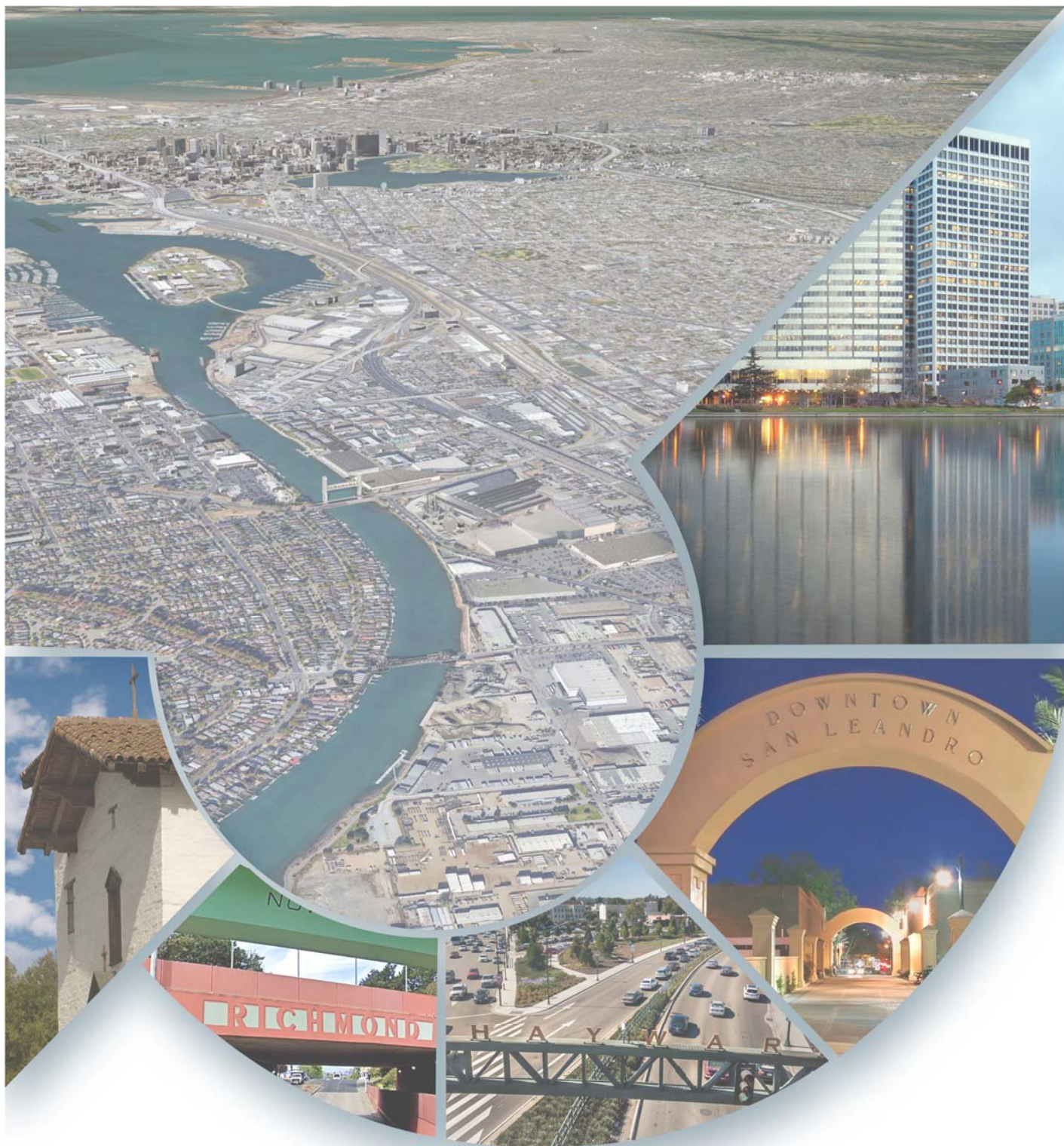
Jelena Harada, Assistant District Secretary

Huaqi Yuan, Planning Data Administrator

Approved/Reviewed by:

Linda A. Nemeroff, District Secretary

Jill A. Sprague, General Counsel



**Redistricting Project
FINAL REPORT**

**AC Transit Board of Directors Meeting
February 23, 2022**

STAFF RECOMMENDATION

Of the four Redistricting Plans presented to the Board of Directors, staff recommends that the Board select Plan 3A for further consideration at the public hearings scheduled on March 9, 2022 and March 23, 2022. Taking into consideration the requirement to equalize the population of the five wards to the extent practicable and the other redistricting criteria established by the Board (outlined below), staff believes Plan 3A achieves the necessary balance in the population of the five wards while minimizing the division of communities of interest; is contiguous; preserves and, in some areas, improves compactness; makes the boundaries easier to understand in the areas of change; and maintains the integrity of cities and unincorporated areas to the extent practicable.

A copy of all the plans is attached in Appendix A.1 to A.4 to this report.

BACKGROUND

The redistricting process is governed by federal and state laws which require the Alameda-Contra Costa Transit District to adjust ward boundaries every ten years in order to equalize population following the federal census. The process is governed by the U.S and California Constitutions, Federal Voting Rights Act; Transit District Law; and Elections Code Section 22000. The redistricting process aims to establish boundaries that recognize the importance of providing members of racial ethnic groups the same opportunity to participate in the political process and elect representatives of their choice as other members of the electorate.

In addition, Senate Bill 594 (Glazer) requires special districts to pass a board resolution adopting their updated boundary maps by April 17, 2022, if their regular election is on the same day as the statewide November 2022 general election. SB 594 is intended to address the unique circumstances of the pandemic-delayed 2020 Census and includes a January 1, 2023, sunset date.

Furthermore, the Board of Directors adopted Resolution No. 21-033 setting forth additional criteria that shall be given consideration for the Redistricting Project (to the extent practicable), including:

- Communities of interest
- Compactness, cohesiveness, and contiguity
- Keeping cities and unincorporated areas intact (Integrity)
- Topography
- Geography

Preparation for the Redistricting Project got underway in the summer of 2021, beginning with a review of relevant laws and historical documents:

- Impacts of recent legislation and new laws enacted since 2010 on the redistricting process;
- Prior boundary decision made by the Board of Directors;
- Historical maps and notes from the previous redistricting process;

- Transit District Law and other governing documents;
- Current boundary descriptions; and
- City boundaries (annexations).

POPULATION SUMMARY FOR CURRENT BOUNDARIES

Because of the work accomplished in 2011 to create the District's own redistricting maps, staff was able to use those maps for the current redistricting process, after making minor spatial adjustments to align those maps with the 2020 census data.

Using the current boundaries and census data, staff was able to determine that the population of the District's five wards was out of balance. The chart below shows that Ward 2 had the most population with 322,305, and Ward 5 the least with 308,502. This represents a relative overall range in deviation of 4.39% from the ideal population of 314,596. Historically the courts have determined that a deviation greater than 10% should be remedied in order to avoid legal challenges; however, the goal in redistricting is to achieve a balance in population as close to zero as possible.

Ward	Ideal Population	Actual Population	Population Deviation Numeric	Population Deviation %
1	314,596	315,110	514	.163
2	314,596	322,305	7,709	2.45
3	314,596	314,432	-164	-.052
4	314,596	312,633	-1,983	-.0624
5	314,596	308,502	-6,094	-1.937

Table 1. Population Summary/Deviation from the Ideal Population for the Existing Five Wards

It should also be noted that Wards 1 and 3 appear to meet the equal population requirement, but the amount of population in Ward 2 over the ideal population figure and the amount of population in Ward 5 under the ideal population will cause a chain reaction that will impact every ward in the effort to balance population.

In addition, staff developed two plans which were presented at the Board of Directors meeting on December 8, 2021. The Board did not express a preference, nor was staff directed to prepare any other alternatives. These plans, as well as an overview of the redistricting process and criteria were put before the public for review and comment at four community workshops conducted in January 2022. The focus areas for the workshops were Berkeley, Oakland, San Leandro and Hayward. These are the areas identified by staff that would be most impacted in the redistricting process given the configuration of the District's jurisdiction (long and narrow, bordered by the hills in the east and the bay). As a result of the community workshops, staff developed Plans 3 and 3A based on the input and preferences expressed by the public. All proposed plans meet the equal population requirement.

COMMUNITY WORKSHOPS

In October, the Board of Directors approved the Public Outreach Plan for the Redistricting Project. This plan included four community workshops which were held virtually due to the Covid-19 pandemic:

- City of San Leandro (Ward 3/Ward 3) - Wednesday, January 19
- City of Hayward (Ward 4/Ward 5) – Thursday, January 20
- City of Berkeley (Ward1/Ward 2) - Monday, January 24th
- City of Oakland (Ward 2/Ward 3) - Thursday, January 27

At each of the meetings, staff outlined the redistricting process and timeline, the criteria that would be used, and provided an overview of the proposed boundary configurations. In addition, a demonstration of the free, open-source public mapping tool was provided that enables members of the public to submit their own boundary proposals (maps) and related data as well community of interest maps. The public was also made aware of the information available on the district's website and how to submit comments and community of interest surveys as well as the deadline to submit this information. A video and transcript of each of the workshops is available on the District's website (www.actransit.org/redistricting). Following is a brief summary of the meetings.

San Leandro

One proposal regarding the boundary change in San Leandro between Wards 3 and 4 was presented (the proposal for San Leandro is the same in Plans 1 and 2). At the workshop, there was very little attendance due in part to a conflict with another public meeting recently scheduled by the City. Staff explained that the proposal met the equal population requirement, improved compactness, was contiguous, was easy to understand and placed the Bayfair neighborhood within a single ward (Ward 4). No public comments or alternative suggestions were offered; however, responses to the quick poll given at the meeting revealed full support for the proposal. [It should also be noted that this boundary configuration is also presented in newly developed Plans 3 and 3A.] To date, the video of the workshop has been viewed online 42 times.

Hayward

At the Hayward workshop, the central focus was on the Ward 4/Ward 5 boundary. This meeting was also sparsely attended as there was a conflicting meeting recently scheduled by the City at the same time. Staff reviewed the proposed boundary configurations in Plans 1 and 2. Plan 1 extends the current boundary to Interstate 880 between Longwood Avenue and Jackson Street and would place the entire Southgate neighborhood into one ward (Ward 5). Plan 2 offers a very different configuration which ends the Hayward boundary of Ward 5 at State Route 92 (the current boundary extends to the border with the unincorporated area of San Lorenzo) and essentially "curls" around Union City which is not within AC Transit's jurisdiction. Staff explained that the proposal met the equal population requirement and was contiguous, but the boundary was more complex, less compact and the Southgate neighborhood would continue to be split. One public comment was received at the meeting from the CEO of the Hayward Chamber of Commerce saying that there was an advantage to having Hayward split between two wards because the City had more representation on the Board and further noted his appreciation to Directors Shaw and Williams for their efforts on the AC Transit/City of Hayward Inter-

Agency Liaison Committee. A quick poll was given at the meeting that asked participants to vote for their preference: Plan 1, Plan 2 or an alternative plan. Two-thirds of respondents favored Plan 1, while the other third favored Plan 2. There was no support for another alternative. [It should be noted that the Plan 1 proposal for Hayward is also featured in Plans 3 and 3A.] To date, the video of the workshop has been viewed online 36 times.

Berkeley

The workshop in Berkeley had the best attendance, with 10 attendees. Staff presented an overview of the redistricting process and proposed boundary configurations within the City of Berkeley, which were only very minor deviations from the existing boundary due to the small transfer of population from Ward 1 to Ward 2. One-third of those in attendance preferred to leave the current boundary as-is, while two-thirds preferred Plan 1 which proposes to move the area that is located between Dana Street and Telegraph Avenue and between Dwight Way and Parker Street from Ward 1 to Ward 2. No public comments or alternate suggestions were offered. [It should be noted that the Plan 1 proposal for Berkeley is also featured in Plans 3 and 3A.] To date, the video of the workshop has been viewed online 37 times.

Oakland

At the meeting in Oakland, the central focus of the discussion was the Ward2/Ward 3 boundary. In addition, a new alternative boundary option for this area was presented. There were four people in attendance. Staff provided an overview of the plans, and the general consensus was that the newly developed alternative seemed to be the best option. It presents a much straighter line and preserves the Fruitvale Neighborhood and business district intact, a large community of interest in East Oakland. One meeting attendee offered their support for this proposal and complimented staff on the presentation. [It should be noted that the newest plan for this area which preserves the Fruitvale Neighborhood and business district is featured in Plan 3A.] To date, the video of the workshop has been viewed online 18 times.

Each workshop was attended by the respective Board members for the affected area, with Director Peoples attending all four workshops.

Written/Voicemail Comments Received

Aside from the feedback given at the community workshops, the District Secretary's Office received a few calls and emails from individuals either requesting information about the survey or wanting to know more about the redistricting process. In addition, a couple of comments were received as follows:

- Charlie Cameron felt very strongly that the District's Division 6 Operating Division and Training and Education Center in Hayward should not be split between Wards 4 and 5 and that the City of Hayward should not be split. Staff explained that Division 6 was currently in Ward 5 and there were no proposals in the works which would divide AC Transit's Training and Education Center and the Division 6 Operating Division. In addition, it was explained that because the Fremont and Newark portion of Ward 5 was land locked, there was no other place in the District to balance the population of Ward 5 than to encroach into Hayward.

- An Oakland Hills resident, Gregory Jurin, was concerned that the Plan 2 boundary proposal for Oakland would transfer too much of the Oakland Hills, particularly the Montclair area, into Ward 3 and wanted to know the rationale behind this proposal. Staff explained that Plan 1 would divide an important community of interest in East Oakland and Plan 2 was developed to avoid that. The resident preferred the Plan 1 boundary in Oakland albeit with a slight change that would move the proposed boundary line in the Oakland Hills just east of Rettig to Morton Avenue between Wisconsin Street and Jordan Road.
- An Oakland resident, G. Cauthen stated that: “AC is widely regarded as an agency dominated by Unions that has virtually no interest in attracting non-transit dependent riders. AC's dismally low local and transbay ridership would seem to bear this out. The ongoing redistricting process should address this problem. Ensuring that every pressure group is fully represented should not be permitted to replace or detract from the need of running a first-class bus operation of value to the entire community.”
- At the City of Hayward/AC Transit ILC meeting in December, a Hayward city councilmember requested that the federally designated Jackson Triangle and South Hayward Promise Neighborhoods not be divided and reside in one ward (they are currently in Ward 4). According to the website haywardpromise.org, Hayward is one of 21 communities across the United States to be selected as a U.S. Department of Education Promise Neighborhood. This designation has been awarded to two geographical areas of Hayward – the Jackson Triangle and South Hayward which combined have become Hayward Promise Neighborhoods. Staff has reviewed the boundaries of these neighborhoods as provided on the website and concludes that there are no proposals for the Hayward area that would divide these neighborhoods. The Plan 2 proposal borders the southern end of the South Hayward neighborhood but does not divide it.

Communities of Interest

In mid-December, AC Transit launched its redistricting website which included a Communities of Interest (COI) Survey. The survey was designed to offer the public an opportunity to participate in the redistricting process without having to draw a map. The electronic survey was sent to all eNews subscribers and copies of the survey were provided to 250 organizations in the Oakland, San Leandro, Berkeley and Hayward areas. The survey was distributed multiple times with a deadline to submit a response by February 9, 2022. As of the deadline, 234 responses were received, with a combined total of 135 responses for the cities of Berkeley, Oakland, San Leandro and Hayward. A breakdown of survey responses by collection method are as follows:

Rail Hanger – 30 responses
 Flyer/QR Code – 28 responses
 Web link – 35 responses
 eNews – 133 responses
 Paper – 8 Responses

For the Board’s information, staff has prepared Community of Interest Dot Distribution Maps of the affected cities reflecting where COIs are generally located in each city based on the survey results. Staff found that many of the responses provided in the survey lacked specificity in terms of describing things like community values, culture, income and location. Without more specifics, it is difficult to deduce the actual impact that dividing a COI would have on the redistricting process. Nevertheless, staff made

it best efforts to represent the impacts of the survey results through the use of dot distribution maps, which are provided in Appendix B of this report.

Public Mapping Tool

The open-source public mapping tool (District Builder) was implemented on December 15, 2021, and a demonstration on how to use the application was provided at each of the public workshops in January. To date, a total of 5 accounts have been created in the system (excluding accounts created by staff); however, no draft maps were submitted to the District. A review of the accounts was conducted which did not yield any maps resembling a redistricting plan or community of interest map.

PUBLIC OUTREACH PLAN

AC Transit staff put forth a robust Public Outreach Plan for the redistricting process. All materials were produced in English, Spanish and Chinese. Images of the printed and digital collateral used for the Redistricting Project are provided in Appendix C. The following is a summary of the plan:

1. Digital Outreach/Website

- Video – Informative
- Video – Tutorial for using Mapping Tool
- Online Mapping Tool
- eNews
- Social Media
- Advertisements on digital news sources
- Online Survey

2. Print Collateral and Advertising

- Car Cards
- Rail Hangers/brochures
- Flyer
- Print Survey
- Newspaper Ads – Will include non-English publications
- Public Notice

3. Virtual Workshops

Throughout the process, draft Redistricting Plans, along with the statistics associated with those plans, were placed on the District's website. In addition, there will be a second round of notifications provided to elected officials, community groups, riders, general public, and the media as part of the public hearing process.

APPENDICIES

A.1. Plan 1

A.2. Plan 2

- A.3. Plan 3
- A.4. Plan 4
- B. COI Dot Distribution Maps
- C. Images of Printed and Digital Collateral



Alameda-Contra Costa Transit District
www.actransit.org/redistricting

RESTRICTING PROJECT PLAN 1 Notes and Maps

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

PLAN NOTES

Ward 1/2 Berkeley:

Current Boundary Description: *The current Ward 1/Ward 2 boundary in Berkeley runs along the border with the city of Oakland to Telegraph Avenue, then proceeds in a north easterly direction up Telegraph Avenue to Dwight Way, then westerly on Dwight Way to Fulton Street. The boundary proceeds in a northerly direction up Fulton Street/Oxford Street to Hurst Avenue, then proceeds easterly on Hurst to Spruce Street. The boundary continues in a northerly direction on Spruce to Cedar Street, then proceeds easterly on Cedar Street to La Lorna Avenue, then east at La Vereda Road, then along the southerly border of Block Group #4216002 and southerly and easterly of Block Group 4216001 (Grizzly Peak area) to the Berkeley City border.*

Plan 1 Proposal:

Plan 1 proposes to adjust the Ward 1/Ward 2 boundary by moving it two blocks west of Telegraph Avenue to Dana Street via Parker Street. This means that the area between Dana Street and Telegraph Avenue and between Dwight Way and Parker Street would move from Ward 1 to Ward 2.

Ward 2/3 Oakland:

Current Boundary Description: *The current boundary between Wards 2 and 3 in Oakland runs from the City of Alameda via High Street and veers northwest at Foothill Blvd. to 35th Avenue. The boundary continues in a northeasterly direction on 35th Avenue to Brookdale Avenue, then northeasterly on Coolidge Avenue and westerly onto School Street to Champion Street/ Lincoln Avenue/Joaquin Miller Road to Skyline Blvd.*

Plan 1 Proposal:

Affected Area 1: Runs along the existing boundary on High Street, then westerly along International Blvd. to Fruitvale Avenue. The boundary continues northeasterly along Fruitvale Avenue to School Street where it aligns with the existing boundary. The area that lies between this boundary and the old boundary would move from Ward 2 to Ward 3.

Affected Area 2: The boundary continues east on School Street, then northeast on Coolidge, then east on Sutter to Maple Avenue. The boundary extends northeasterly along Maple to Wisconsin Street to Rettig. The area that lies between this boundary and the old boundary would move from Ward 3 to Ward 2.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

Ward 3/4 San Leandro:

Current Boundary Description: The current boundary between Wards 3 and 4 in San Leandro runs from the Bay along Fairway Drive until it becomes Aladdin Avenue. At the BART rail line, the boundary veers southeast to city boundary with the unincorporated area of Ashland.

Plan 1 Proposal:

This configuration is the same in Plans 1 and 2 and proposes to shift the current boundary from the San Leandro city limit to the portion of San Leandro that is southeast of 139th Avenue, southwest of East 14th Street, southeast of 148th Avenue, and west of I-580 to the San Leandro border.

Ward 4/5 Hayward:

Current Boundary Description: The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, then proceeds in a south easterly direction along Hesperian Blvd. to Jackson Street at which point it continues in a northeasterly direction to I-880 then proceeds south along the freeway to the border of Union City. [Note: Union City is not in AC Transit's jurisdiction.]

Plan 1 Proposal:

Plan 1 proposes to move the Ward 4/Ward 5 boundary east of Hesperian Blvd. to I-880 between Longwood Avenue and Jackson Street in Hayward. This area would move from Ward 4 to Ward 5.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

AC Transit Ward Boundary: Plan 1 vs. Current



Legend

- Plan-1
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- County
- City/Place
- Street
- Census_Block
- Water

0 2.5 5 10 Miles

Prepared by Office of District Secretary & Long Range Planning Dept., AC Transit, November 2021

Plan 1: Ward 1 vs. Ward 2 - Area of Change



BERKELEY

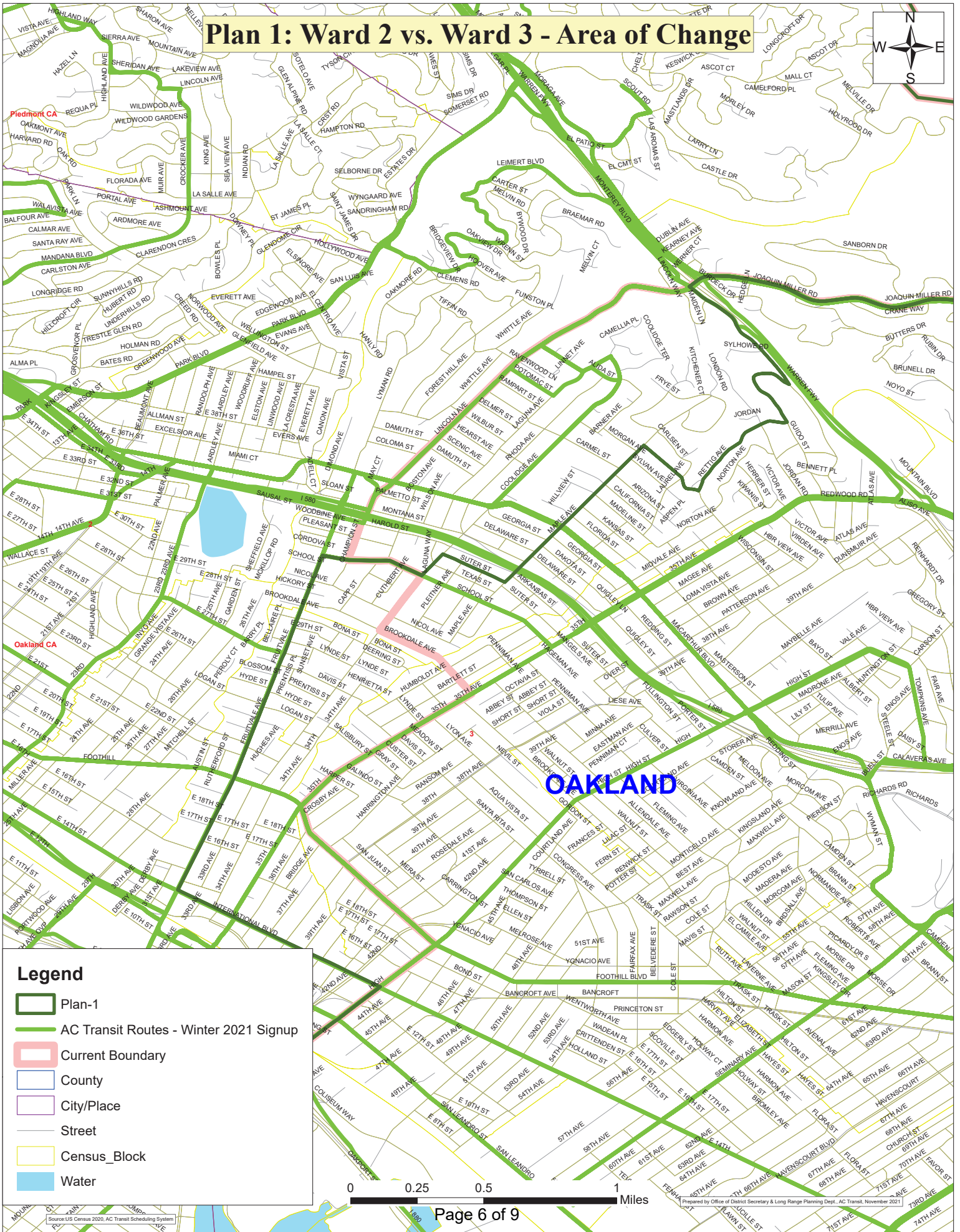
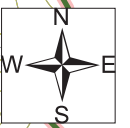
Berkeley CA

Legend

- Plan-1
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- Street
- County
- City/Place
- Census_Block
- Water

0 0.1 0.2 0.4 Miles

Plan 1: Ward 2 vs. Ward 3 - Area of Change



Plan 1: Ward 3 vs. Ward 4 - Area of Change



SAN LEANDRO

Castro Valley CA









San Leandro CA

Ashland CA

Cherryland CA

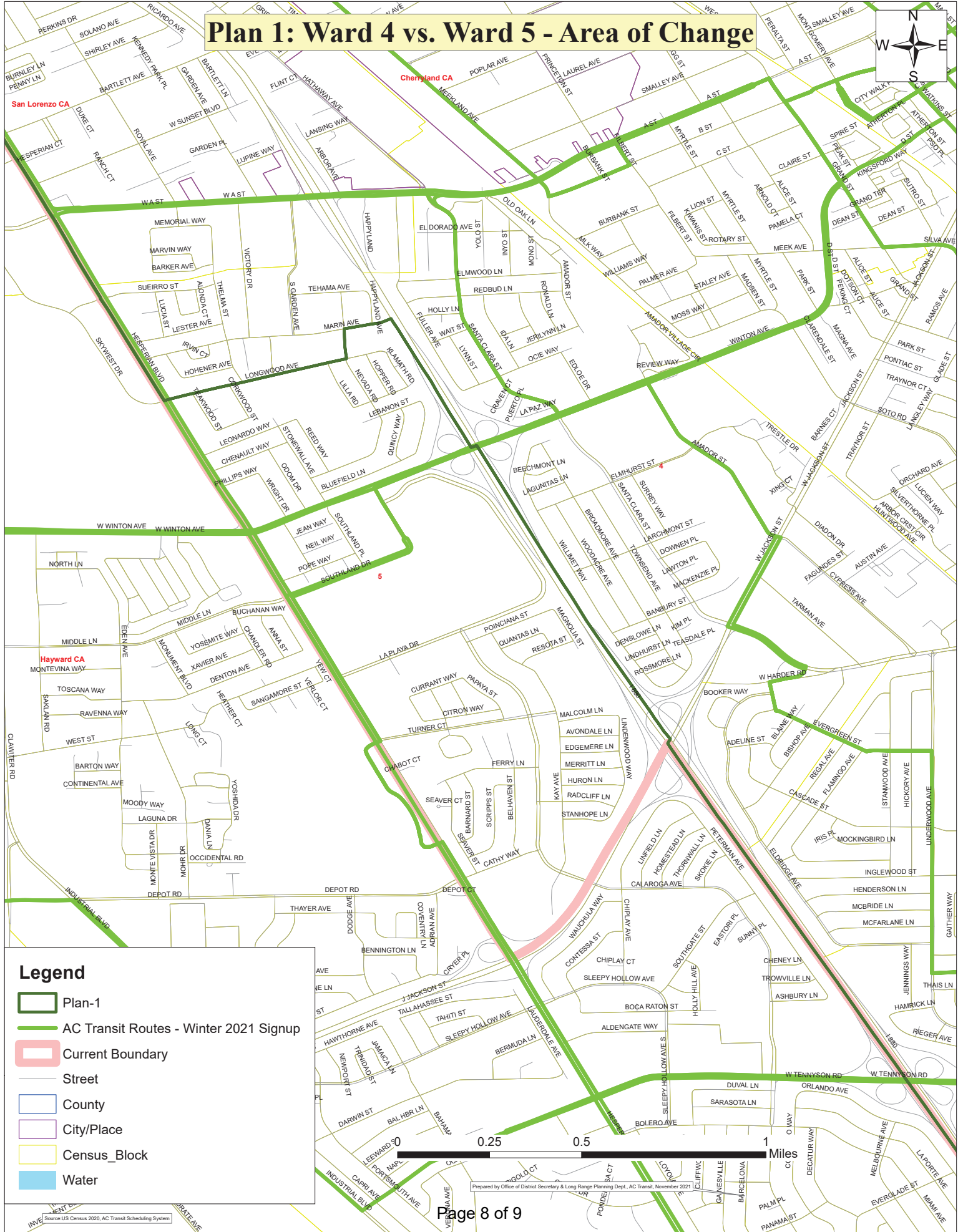
San Lorenzo CA

Legend

-  Plan-1
-  AC Transit Routes - Winter 2021 Signup
-  Current Boundary
-  County
-  City/Place
-  Street
-  Census_Block
-  Water

0 0.25 0.5 1 Miles

Plan 1: Ward 4 vs. Ward 5 - Area of Change



Legend

- Plan-1
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- Street
- County
- City/Place
- Census_Block
- Water



Plan 1 Population Summary

2:24 PM

Summary Statistics:

Population Range: 314,278 to 314,887
Ratio Range: 0.00
Absolute Range: -318 to 291
Absolute Overall Range: 609
Relative Range: -0.10% to 0.09%
Relative Overall Range: 0.19%
Absolute Mean Deviation: 213.60
Relative Mean Deviation: 0.07%
Standard Deviation: 234.77

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,635	39	0.01%	109,105	40,097	4,409	55,531	1,261	63,501	40,731	98,513	252,227
2	314,887	291	0.09%	132,014	47,232	3,003	67,711	1,337	27,554	36,036	52,683	269,025
3	314,381	-215	-0.07%	77,568	60,872	6,887	58,793	2,441	69,294	38,526	107,974	244,319
4	314,801	205	0.07%	75,108	28,773	4,480	90,713	5,449	69,214	41,064	113,833	247,287
5	314,278	-318	-0.10%	58,852	9,393	2,341	182,401	3,252	30,241	27,798	54,633	243,389

Total: 1,572,982

Ideal District: 314,596



Alameda-Contra Costa Transit District
www.actransit.org/redistricting

RESTRICTING PROJECT PLAN 2 Notes and Maps

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

PLAN NOTES

Ward 1/2 Berkeley:

Current Boundary Description: *The current Ward 1/Ward 2 boundary in Berkeley runs along the border with the city of Oakland to Telegraph Avenue, then proceeds in a north easterly direction up Telegraph Avenue to Dwight Way, then westerly on Dwight Way to Fulton Street. The boundary proceeds in a northerly direction up Fulton Street/Oxford Street to Hurst Avenue, then proceeds easterly on Hurst to Spruce Street. The boundary continues in a northerly direction on Spruce to Cedar Street, then proceeds easterly on Cedar Street to La Lorna Avenue, then east at La Vereda Road, then along the southerly border of Block Group #4216002 and southerly and easterly of Block Group 4216001 (Grizzly Peak area) to the Berkeley City border.*

Plan 2 Proposal:

Plan 2 Proposes to adjust the Ward 1/Ward 2 boundary by shifting it west of the current boundary (on Oxford Street) to Shattuck Avenue between Berkeley Way and Allston Way. This means that this portion of downtown Berkeley that is adjacent to UC Berkeley would move from Ward 1 to Ward 2. The population affected is 477 people.

Ward 2/3 Oakland:

Current Boundary Description: *The current boundary between Wards 2 and 3 in Oakland runs from the City of Alameda via High Street and veers northwest at Foothill Blvd. to 35th Avenue. The boundary continues in a northeasterly direction on 35th Avenue to Brookdale Avenue, then northeasterly on Coolidge Avenue and westerly onto School Street to Champion Street/ Lincoln Avenue/Joaquin Miller Road to Skyline Blvd.*

Plan 2 Proposal:

Affected Area 1: Runs along the existing boundary on High Street to Foothill Blvd. until 40th Avenue and continues on 40th Avenue in a northeasterly direction until Carrington, then northwest on Carrington/Galindo Street to 35th Avenue. The area that lies between this boundary and the old boundary would move from Ward 3 to Ward 2.

Affected Area 2: Runs along the existing boundary on 35th Avenue to I-580. The area that is generally west of 35th/I-580 and south of Champion/I-580 (currently in Ward 3) is proposed to move Ward 2.

Affected Area 3: Runs along I-580 to Park Blvd. then northeasterly on Park Blvd. to Highway 13, then travels in a northwesterly direction to Shepherd Canyon Road, then northeasterly on

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Shepherd Canyon Road. The area that is generally south/southeast of this line is proposed to move from Ward 2 to Ward 3.

Ward 3/4 San Leandro:

Current Boundary Description: The current boundary between Wards 3 and 4 in San Leandro runs from the Bay along Fairway Drive until it becomes Aladdin Avenue. At the BART rail line, the boundary veers southeast to city boundary with the unincorporated area of Ashland.

Plan 2 Proposal:

This configuration is the same in Plans 1 and 2 and proposes to shift the current boundary from the San Leandro city limit to the portion of San Leandro that is southeast of 139th Avenue, southwest of East 14th Street, southeast of 148th Avenue, and west of I-580 to the San Leandro border.

Ward 4/5 Hayward:

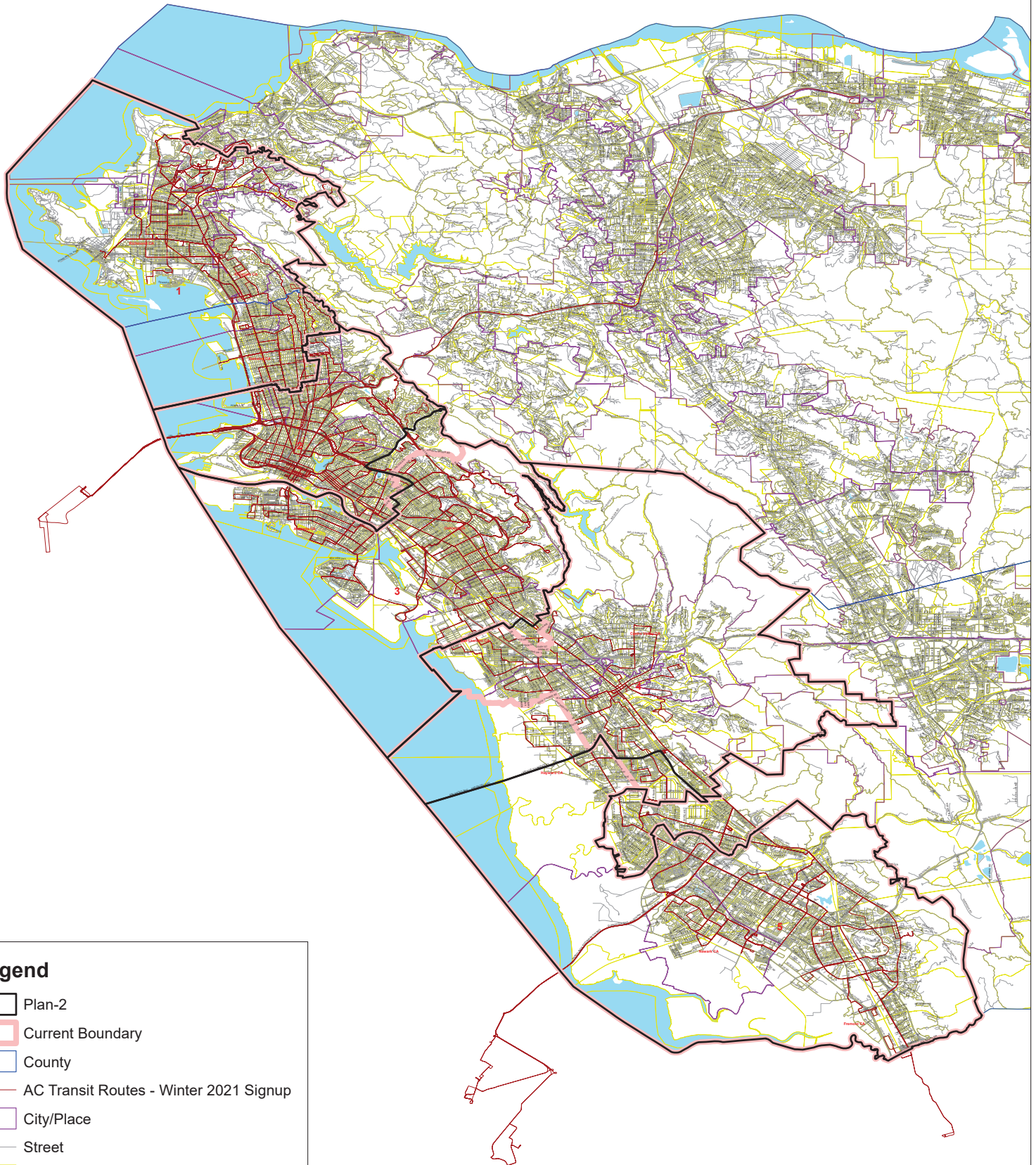
Current Boundary Description: The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, then proceeds in a south easterly direction along Hesperian Blvd. to Jackson Street at which point it continues in a northeasterly direction to I-880 then proceeds south along the freeway to the border of Union City. [Note: Union City is not in AC Transit's jurisdiction.]

Plan 2 Proposal:

Plan 2 proposes to align the existing Ward 4/5 boundary with State Route 92/Jackson Street to I-880, then southerly to Tennyson Road. The boundary continues easterly on Tennyson Road to the BART/Union Pacific rail line, then southerly to the Union City border.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

AC Transit Ward Boundary: Plan 2 vs. Current



Legend

- Plan-2
- Current Boundary
- County
- AC Transit Routes - Winter 2021 Signup
- City/Place
- Street
- Census_Block
- Water

0 2.5 5 10 Miles









Prepared by Office of District Secretary & Long Range Planning Dept., AC Transit, November 2021

Plan 2: Ward 1 vs. Ward 2 - Area of Change



BERKELEY

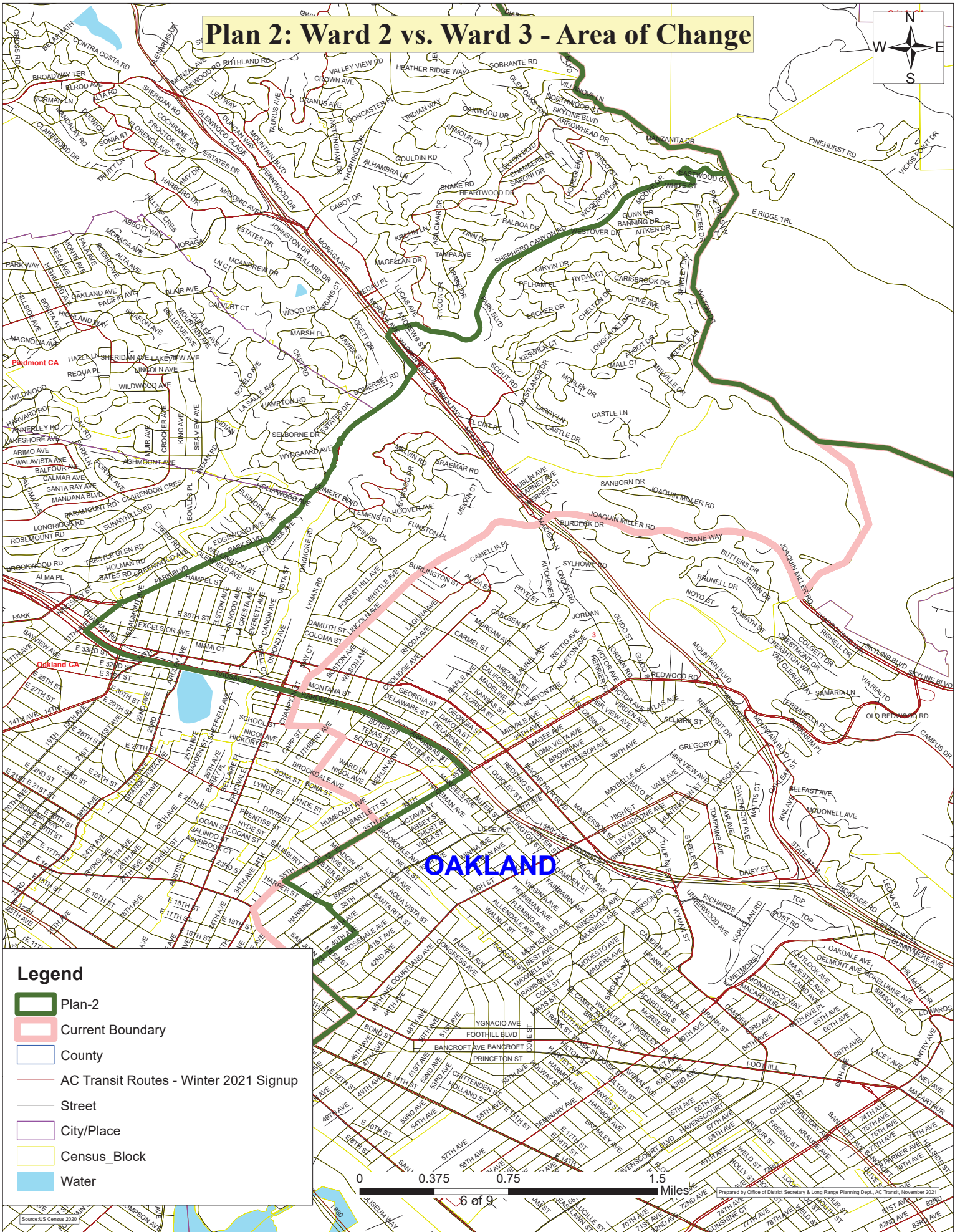
Legend

-  Plan-2
-  Current Boundary
-  AC Transit Routes - Winter 2021 Signup
-  Street
-  County
-  City/Place
-  Census_Block
-  Water

Source: US Census 2020

0 0.05 0.1 0.2 Miles

Plan 2: Ward 2 vs. Ward 3 - Area of Change



Plan 2: Ward 3 vs. Ward 4 - Area of Change



SAN LEANDRO

San Leandro CA

Castro Valley CA

Ashland CA

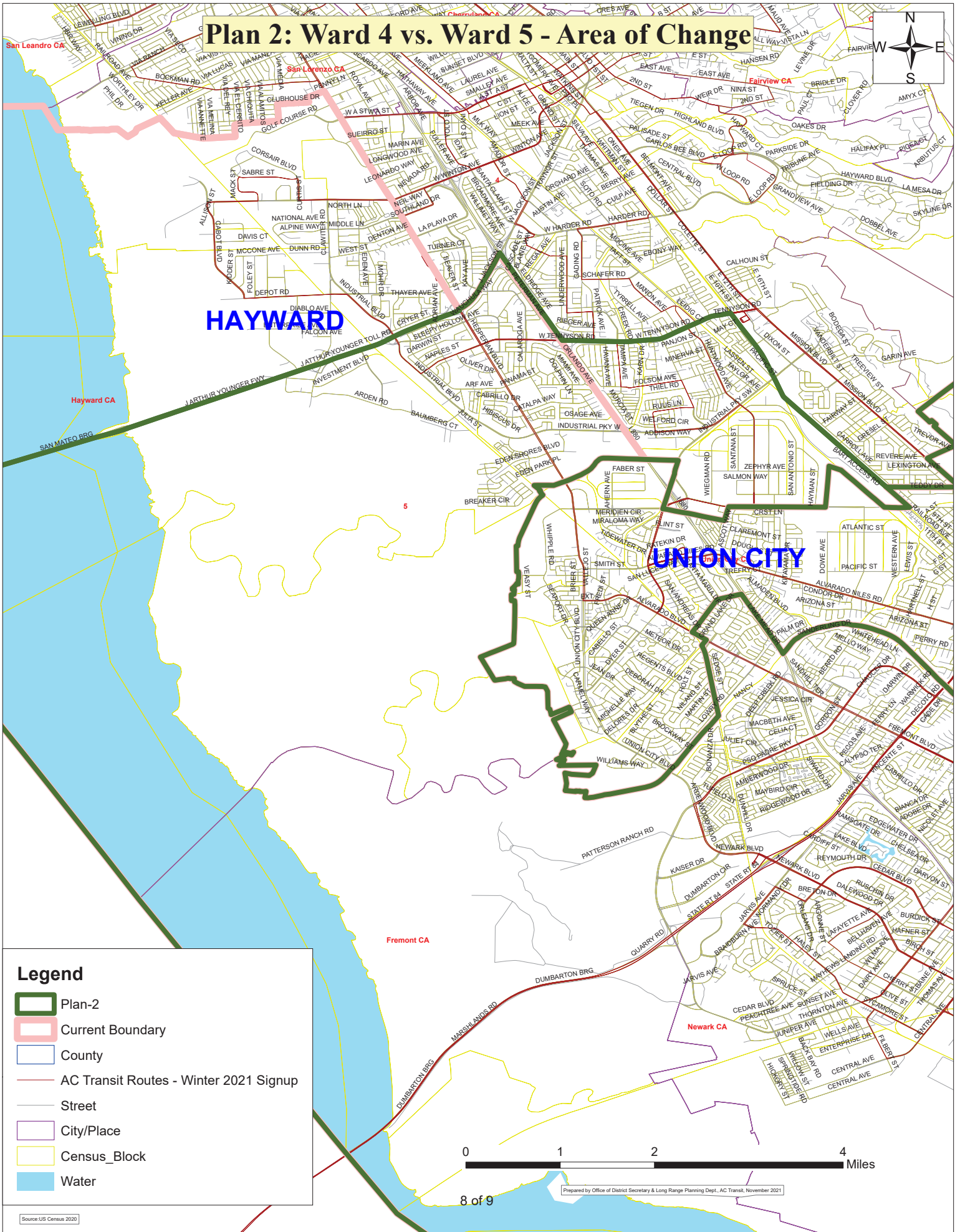
Cherryland CA

Legend

- Plan-2
- Current Boundary
- AC Transit Routes - Winter 2021 Signup
- Street
- County
- City/Place
- Census_Block
- Water

0 0.25 0.5 1 Miles

Plan 2: Ward 4 vs. Ward 5 - Area of Change





Plan 2 Population Summary

10:33 AM

Summary Statistics:

Population Range: 314,056 to 315,023
Ratio Range: 0.00
Absolute Range: -540 to 427
Absolute Overall Range: 967
Relative Range: -0.17% to 0.14%
Relative Overall Range: 0.31%
Absolute Mean Deviation: 258.00
Relative Mean Deviation: 0.08%
Standard Deviation: 322.25

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,633	37	0.01%	109,127	40,047	4,403	55,559	1,260	63,489	40,748	98,492	252,220
2	314,778	182	0.06%	123,954	47,816	3,941	68,270	1,323	33,857	35,617	60,885	267,611
3	314,492	-104	-0.03%	85,606	60,338	5,955	58,206	2,456	63,003	38,928	99,793	245,740
4	315,023	427	0.14%	75,872	29,088	4,472	90,463	5,448	68,002	41,678	113,119	247,382
5	314,056	-540	-0.17%	58,088	9,078	2,349	182,651	3,253	31,453	27,184	55,347	243,294

Total: 1,572,982

Ideal District: 314,596



Alameda-Contra Costa Transit District
www.actransit.org/redistricting

RESTRICTING PROJECT PLAN 3 Notes and Maps

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

PLAN NOTES

Ward 1/2 Berkeley:

Current Boundary Description: *The current Ward 1/Ward 2 boundary in Berkeley runs along the border with the city of Oakland to Telegraph Avenue, then proceeds in a north easterly direction up Telegraph Avenue to Dwight Way, then westerly on Dwight Way to Fulton Street. The boundary proceeds in a northerly direction up Fulton Street/Oxford Street to Hurst Avenue, then proceeds easterly on Hurst to Spruce Street. The boundary continues in a northerly direction on Spruce to Cedar Street, then proceeds easterly on Cedar Street to La Lorna Avenue, then east at La Vereda Road, then along the southerly border of Block Group #4216002 and southerly and easterly of Block Group 4216001 (Grizzly Peak area) to the Berkeley City border.*

Plan 3 Proposal:

Plan 3 proposes to adjust the Ward 1/Ward 2 boundary by moving it two blocks west of Telegraph Avenue to Dana Street via Parker Street. This means that the area between Dana Street and Telegraph Avenue and between Dwight Way and Parker Street would move from Ward 1 to Ward 2.

Ward 2/3 Oakland:

Current Boundary Description: *The current boundary between Wards 2 and 3 in Oakland runs from the City of Alameda via High Street and veers northwest at Foothill Blvd. to 35th Avenue. The boundary continues in a northeasterly direction on 35th Avenue to Brookdale Avenue, then northeasterly on Coolidge Avenue and westerly onto School Street to Champion Street/ Lincoln Avenue/Joaquin Miller Road to Skyline Blvd.*

Plan 3 Proposal:

Affected Area 1: Runs along the existing boundary on High Street to Foothill Blvd. until 40th Avenue and continues on 40th Avenue in a northeasterly direction until Carrington, then northwest on Carrington/Galindo Street to 35th Avenue. The area that lies between this boundary and the old boundary would move from Ward 3 to Ward 2.

Affected Area 2: Runs along the existing boundary on 35th Avenue to I-580. The area that is generally west of 35th/I-580 and south of Champion/I-580 (currently in Ward 3) is proposed to move Ward 2.

Affected Area 3: Runs along I-580 to Park Blvd. then northeasterly on Park Blvd. to Highway 13, then travels in a northwesterly direction to Shepherd Canyon Road, then northeasterly on Shepherd Canyon Road. The area that is generally south/southeast of this line is proposed to move from Ward 2 to Ward 3.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

Ward 3/4 San Leandro:

Current Boundary Description: The current boundary between Wards 3 and 4 in San Leandro runs from the Bay along Fairway Drive until it becomes Aladdin Avenue. At the BART rail line, the boundary veers southeast to city boundary with the unincorporated area of Ashland.

Plan 3 Proposal:

This configuration is the same as Plans 1 and 2 and proposes to shift the current boundary from the San Leandro city limit to the portion of San Leandro that is southeast of 139th Avenue, southwest of East 14th Street, southeast of 148th Avenue, and west of I-580 to the San Leandro border.

Ward 4/5 Hayward:

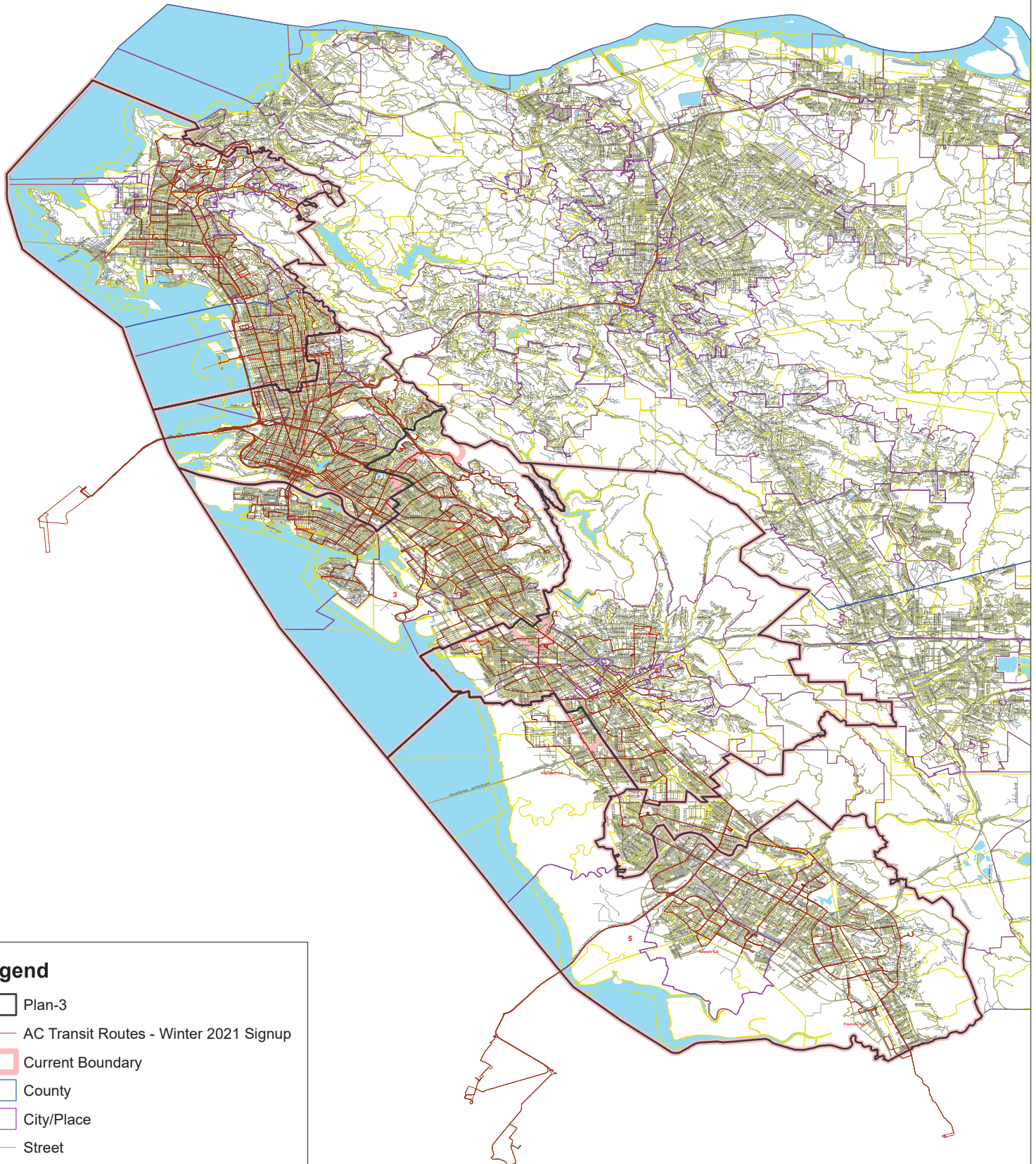
Current Boundary Description: The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, then proceeds in a south easterly direction along Hesperian Blvd. to Jackson Street at which point it continues in a northeasterly direction to I-880 then proceeds south along the freeway to the border of Union City. [Note: Union City is not in AC Transit's jurisdiction.]

Plan 3 Proposal:

Plan 3 proposes to move the Ward 4/Ward 5 boundary east of Hesperian Blvd. to I-880 between Longwood Avenue and Jackson Street in Hayward. This area would move from Ward 4 to Ward 5.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

AC Transit Ward Boundary: Plan 3 vs. Current

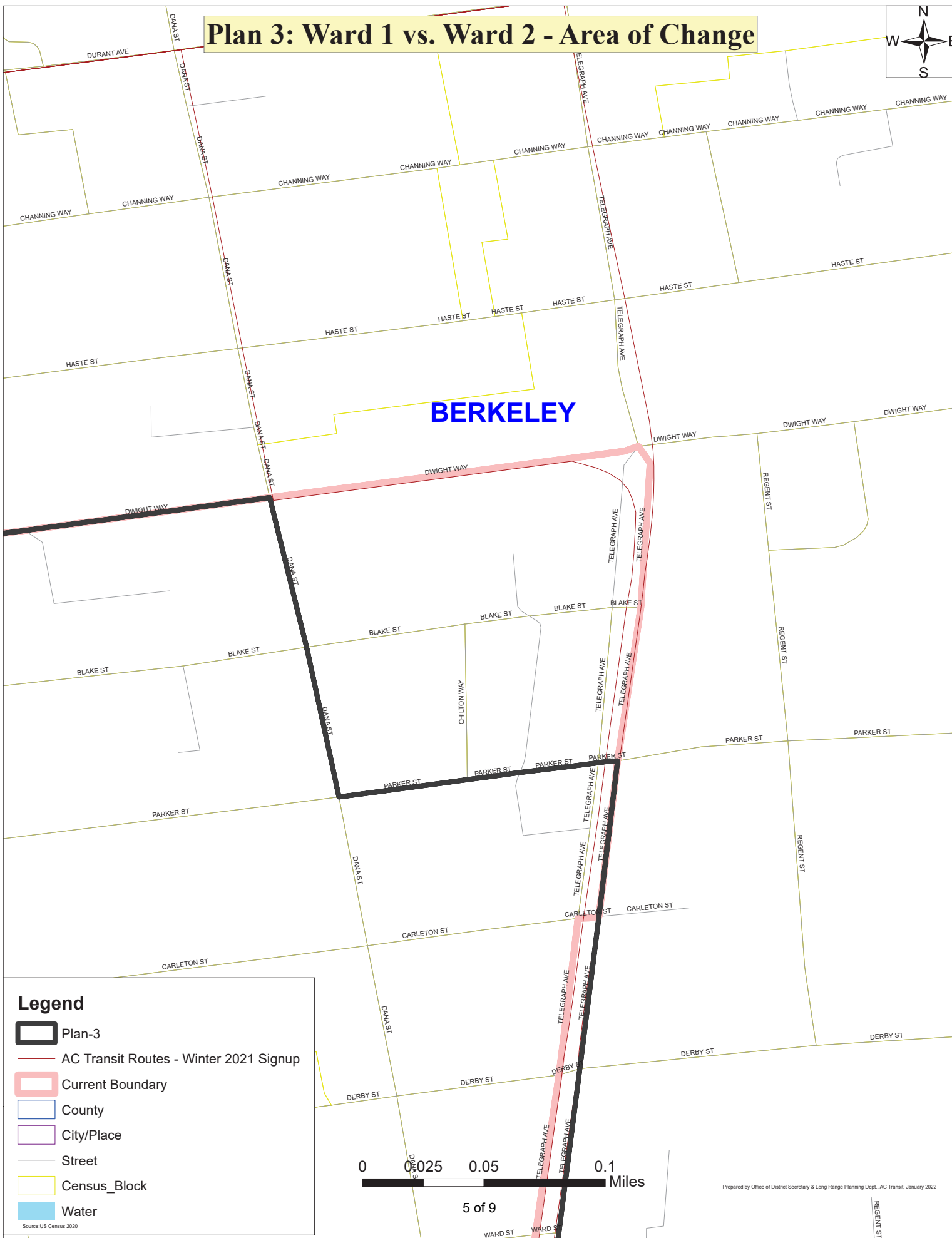


Legend

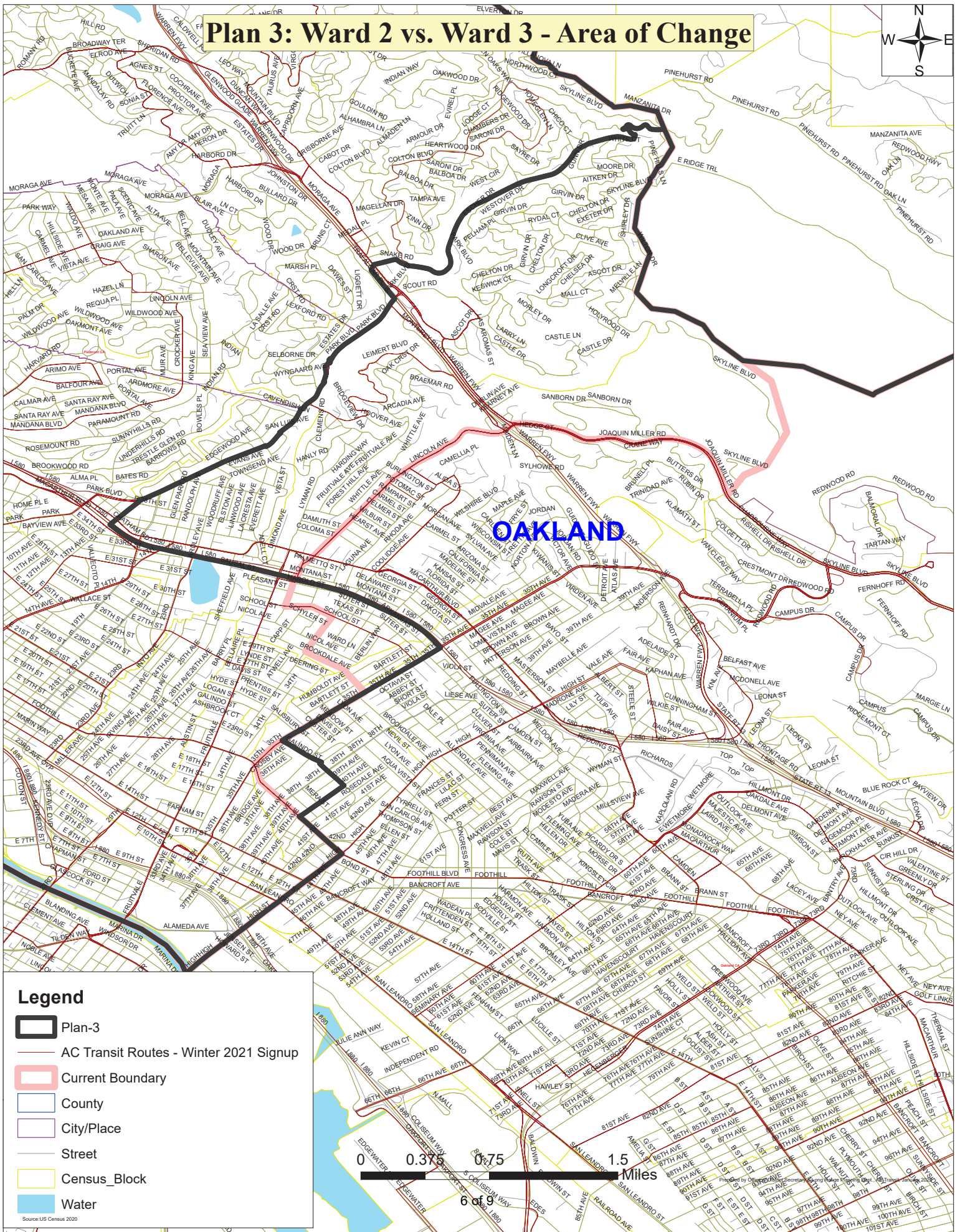
- Plan-3
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- County
- City/Place
- Street
- Census_Block
- Water

0 2.5 5 10 Miles

Plan 3: Ward 1 vs. Ward 2 - Area of Change



Plan 3: Ward 2 vs. Ward 3 - Area of Change



Legend

- Plan-3
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- County
- City/Place
- Street
- Census_Block
- Water









0 0.375 0.75 1.5 Miles

Plan 3: Ward 3 vs. Ward 4 - Area of Change



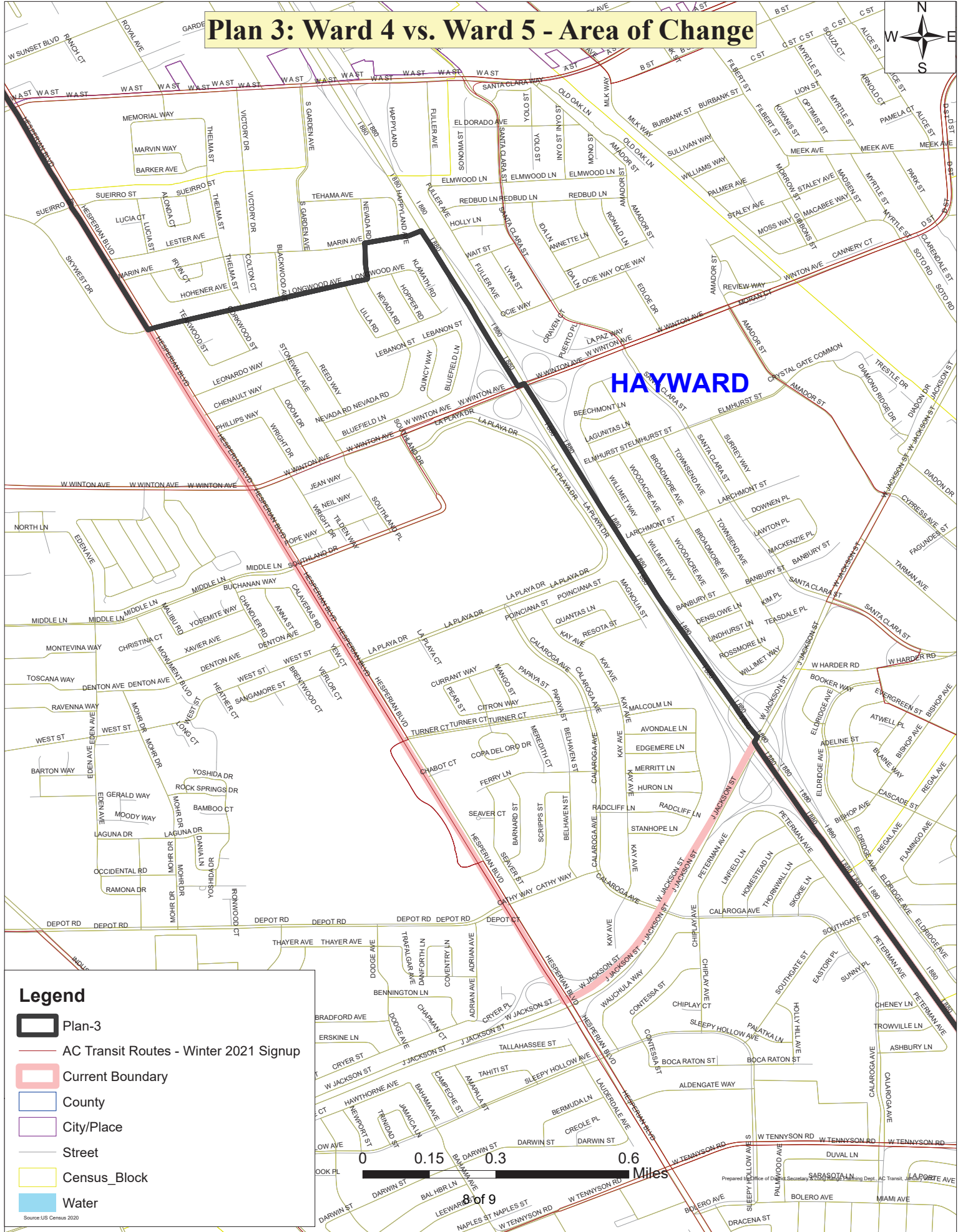
SAN LEANDRO

Legend

-  Plan-3
-  AC Transit Routes - Winter 2021 Signup
-  Current Boundary
-  County
-  City/Place
-  Street
-  Census_Block
-  Water

0 0.15 0.3 0.6 Miles

Plan 3: Ward 4 vs. Ward 5 - Area of Change



Legend

- Plan-3
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- County
- City/Place
- Street
- Census_Block
- Water





Plan 3 Population Summary

Thursday, January 27, 2022

2:54 PM

Summary Statistics:

Population Range: 314,278 to 314,801
Ratio Range: 0.00
Absolute Range: -318 to 205
Absolute Overall Range: 523
Relative Range: -0.10% to 0.07%
Relative Overall Range: 0.17%
Absolute Mean Deviation: 169.20
Relative Mean Deviation: 0.05%
Standard Deviation: 193.85

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,635	39	0.01%	109,105	40,097	4,409	55,531	1,261	63,501	40,731	98,513	252,227
2	314,776	180	0.06%	123,976	47,766	3,935	68,298	1,322	33,845	35,634	60,864	267,604
3	314,492	-104	-0.03%	85,606	60,338	5,955	58,206	2,456	63,003	38,928	99,793	245,740
4	314,801	205	0.07%	75,108	28,773	4,480	90,713	5,449	69,214	41,064	113,833	247,287
5	314,278	-318	-0.10%	58,852	9,393	2,341	182,401	3,252	30,241	27,798	54,633	243,389

Total: 1,572,982

Ideal District: 314,596



Alameda-Contra Costa Transit District
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RESTRICTING PROJECT PLAN 3A Notes and Maps

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

PLAN NOTES

Ward 1/2 Berkeley:

Current Boundary Description: *The current Ward 1/Ward 2 boundary in Berkeley runs along the border with the city of Oakland to Telegraph Avenue, then proceeds in a north easterly direction up Telegraph Avenue to Dwight Way, then westerly on Dwight Way to Fulton Street. The boundary proceeds in a northerly direction up Fulton Street/Oxford Street to Hurst Avenue, then proceeds easterly on Hurst to Spruce Street. The boundary continues in a northerly direction on Spruce to Cedar Street, then proceeds easterly on Cedar Street to La Lorna Avenue, then east at La Vereda Road, then along the southerly border of Block Group #4216002 and southerly and easterly of Block Group 4216001 (Grizzly Peak area) to the Berkeley City border.*

Plan 3A Proposal:

Plan 3A proposes to adjust the Ward 1/Ward 2 boundary by moving it two blocks west of Telegraph Avenue to Dana Street via Parker Street. This means that the area between Dana Street and Telegraph Avenue and between Dwight Way and Parker Street would move from Ward 1 to Ward 2.

Ward 2/3 Oakland:

Current Boundary Description: *The current boundary between Wards 2 and 3 in Oakland runs from the City of Alameda via High Street and veers northwest at Foothill Blvd. to 35th Avenue. The boundary continues in a northeasterly direction on 35th Avenue to Brookdale Avenue, then northeasterly on Coolidge Avenue and westerly onto School Street to Champion Street/ Lincoln Avenue/Joaquin Miller Road to Skyline Blvd.*

Plan 3A Proposal:

Plan 3A proposes to move from Ward 2 to Ward 3 the area that runs from the current boundary at 35th Avenue and Foothill Blvd. to Fruitvale Avenue and along Fruitvale Avenue to Tiffin Road, then southeasterly on Tiffin Road to the existing Ward 3 boundary at Tiffin and Lincoln Avenue.

Ward 3/4 San Leandro:

Current Boundary Description: *The current boundary between Wards 3 and 4 in San Leandro runs from the Bay along Fairway Drive until it becomes Aladdin Avenue. At the BART rail line, the boundary veers southeast to city boundary with the unincorporated area of Ashland.*

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

Plan 3A Proposal:

This configuration is the same as in Plans 1, 2 and 3 and proposes to shift the current boundary from the San Leandro city limit to the portion of San Leandro that is southeast of 139th Avenue, southwest of East 14th Street, southeast of 148th Avenue, and west of I-580 to the San Leandro border.

Ward 4/5 Hayward:

Current Boundary Description: *The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, the proceeds in a south easterly direction along Hesperian Blvd. to Jackson Street at which point it continues in a northeasterly direction to I-880 then proceeds south along the freeway to the border of Union City. [Note: Union City is not in AC Transit's jurisdiction.]*

Plan 3A Proposal:

Plan 3A proposes to move the Ward 4/Ward 5 boundary east of Hesperian Blvd. to I-880 between Longwood Avenue and Jackson Street in Hayward. This area would move from Ward 4 to Ward 5.

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

AC Transit Ward Boundary: Plan 3A vs. Current



Legend

- Plan-3A
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- Street
- County
- City/Place
- Census_Block
- Water

0 2.5 5 10 Miles









Prepared by Office of District Secretary & Long Range Planning Dept., AC Transit, November 2021

Plan 3A: Ward 1 vs. Ward 2 - Area of Change



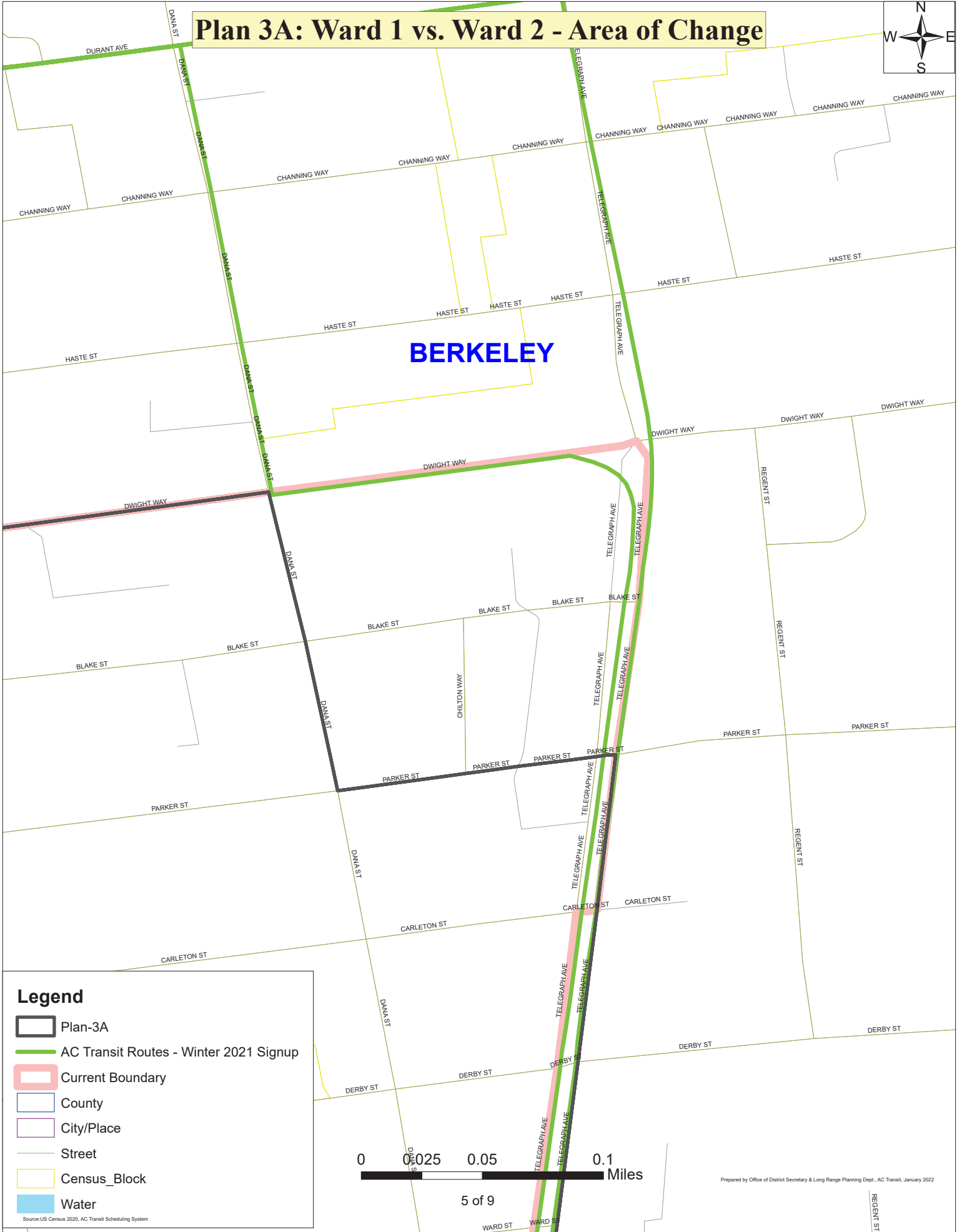
BERKELEY

Legend

-  Plan-3A
-  AC Transit Routes - Winter 2021 Signup
-  Current Boundary
-  County
-  City/Place
-  Street
-  Census_Block
-  Water

Source: US Census 2020, AC Transit Scheduling System

0 0.025 0.05 0.1 Miles



Plan 3A: Ward 2 vs. Ward 3 - Area of Change



OAKLAND

Oakland CA

3

Legend

- Plan-3A
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- Street
- County
- City/Place
- Census_Block
- Water

0 0.1 0.2 0.4 Miles

Prepared by Office of District Secretary & Long Range Planning Dept. AC Transit, November 2021

Source: US Census 2020, AC Transit Scheduling System

Plan 3A: Ward 3 vs. Ward 4 - Area of Change



SAN LEANDRO

San Leandro CA

Castro Valley CA

Ashland CA

Cherryland CA

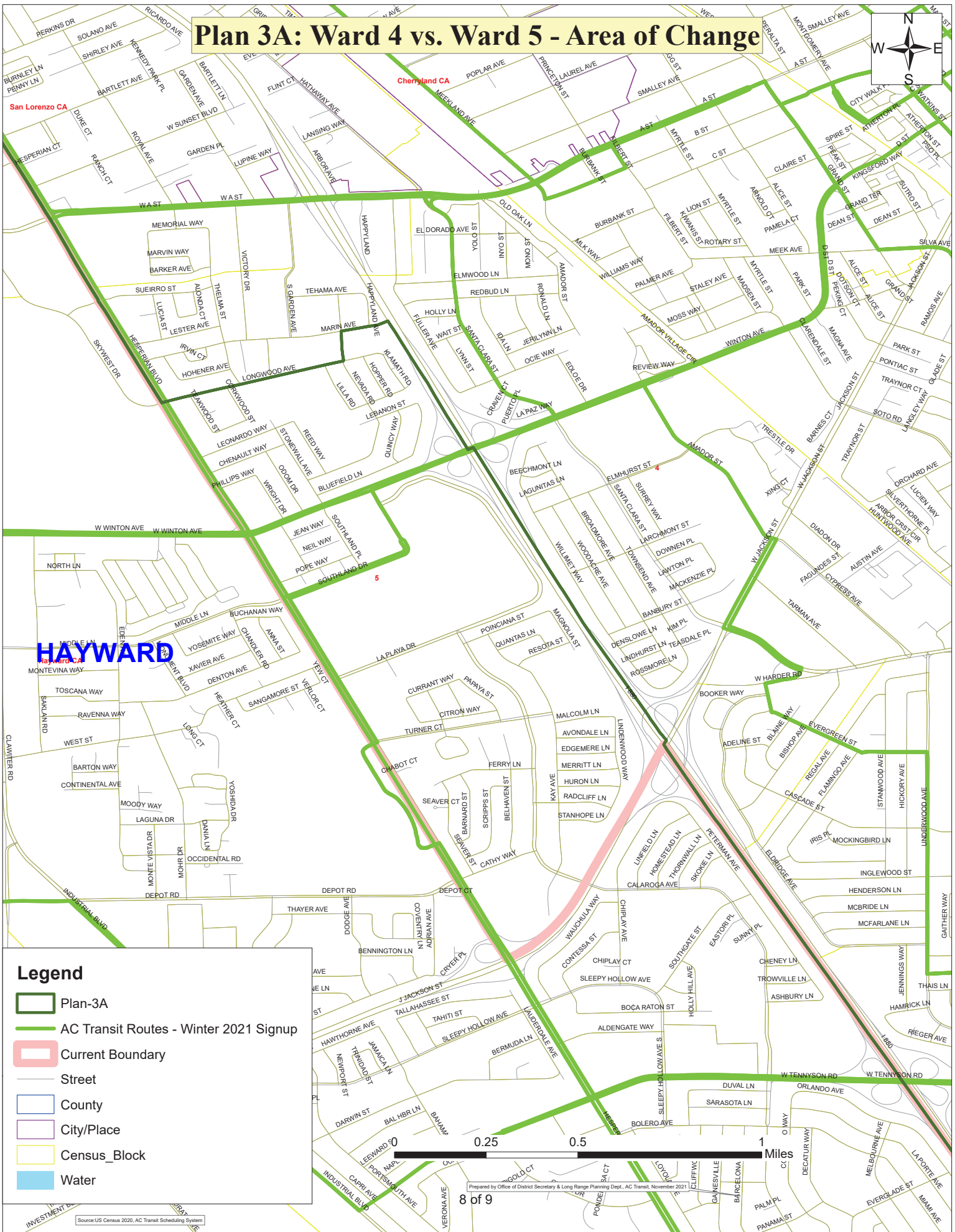
San Lorenzo CA

Legend

- Plan-3A
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- County
- City/Place
- Street
- Census_Block
- Water

0 0.25 0.5 1 Miles

Plan 3A: Ward 4 vs. Ward 5 - Area of Change



Legend

- Plan-3A
- AC Transit Routes - Winter 2021 Signup
- Current Boundary
- Street
- County
- City/Place
- Census_Block
- Water



Plan 3A Population Summary

Wednesday, February 02, 2022

5:01 PM

Summary Statistics:

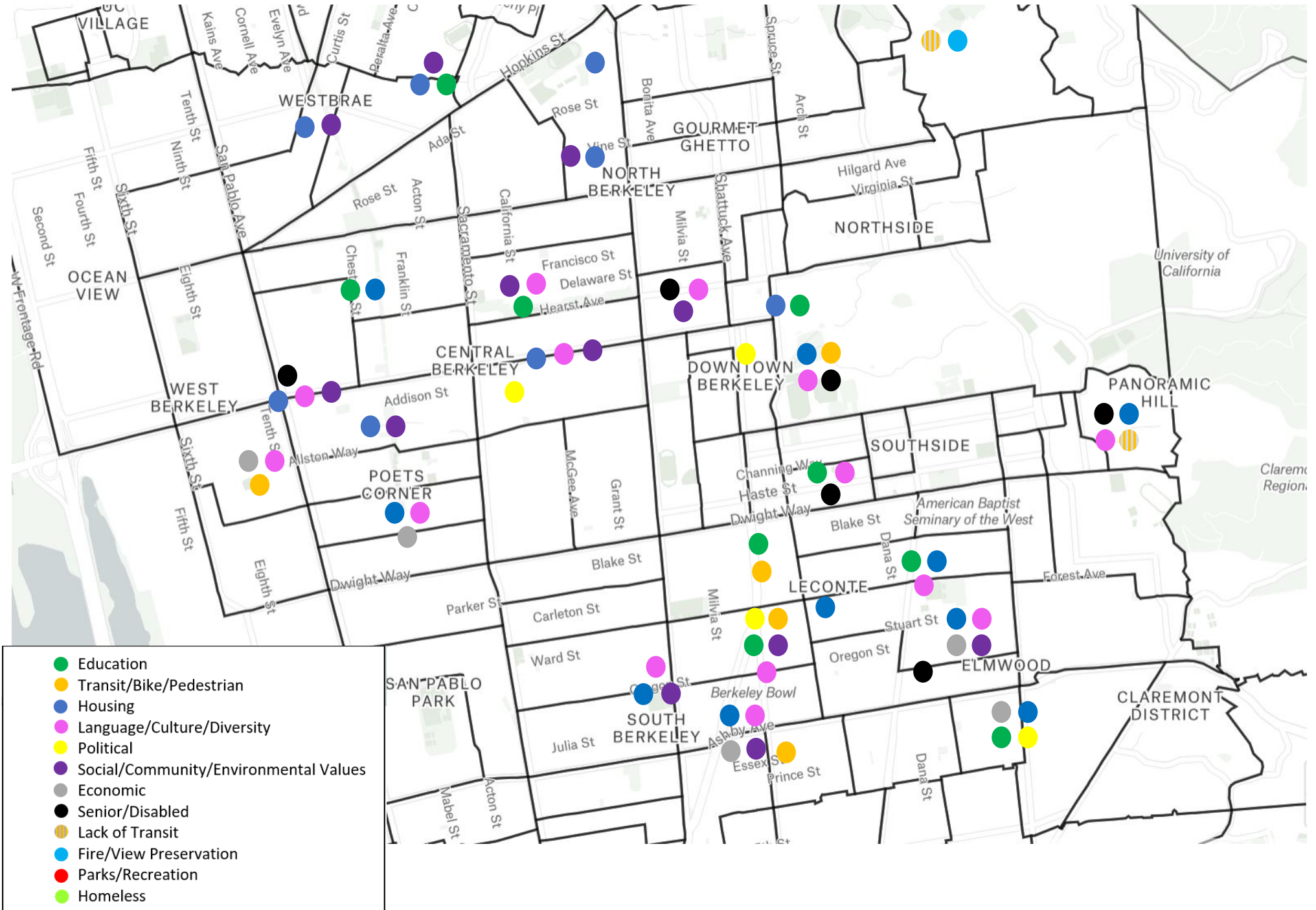
Population Range: 313,701 to 315,567
Ratio Range: 0.01
Absolute Range: -895 to 971
Absolute Overall Range: 1,866
Relative Range: -0.28% to 0.31%
Relative Overall Range: 0.59%
Absolute Mean Deviation: 485.60
Relative Mean Deviation: 0.15%
Standard Deviation: 614.58

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,635	39	0.01%	109,105	40,097	4,409	55,531	1,261	63,501	40,731	98,513	252,227
2	313,701	-895	-0.28%	129,476	46,450	3,497	66,949	1,279	30,260	35,790	56,305	267,499
3	315,567	971	0.31%	80,106	61,654	6,393	59,555	2,499	66,588	38,772	104,352	245,845
4	314,801	205	0.07%	75,108	28,773	4,480	90,713	5,449	69,214	41,064	113,833	247,287
5	314,278	-318	-0.10%	58,852	9,393	2,341	182,401	3,252	30,241	27,798	54,633	243,389

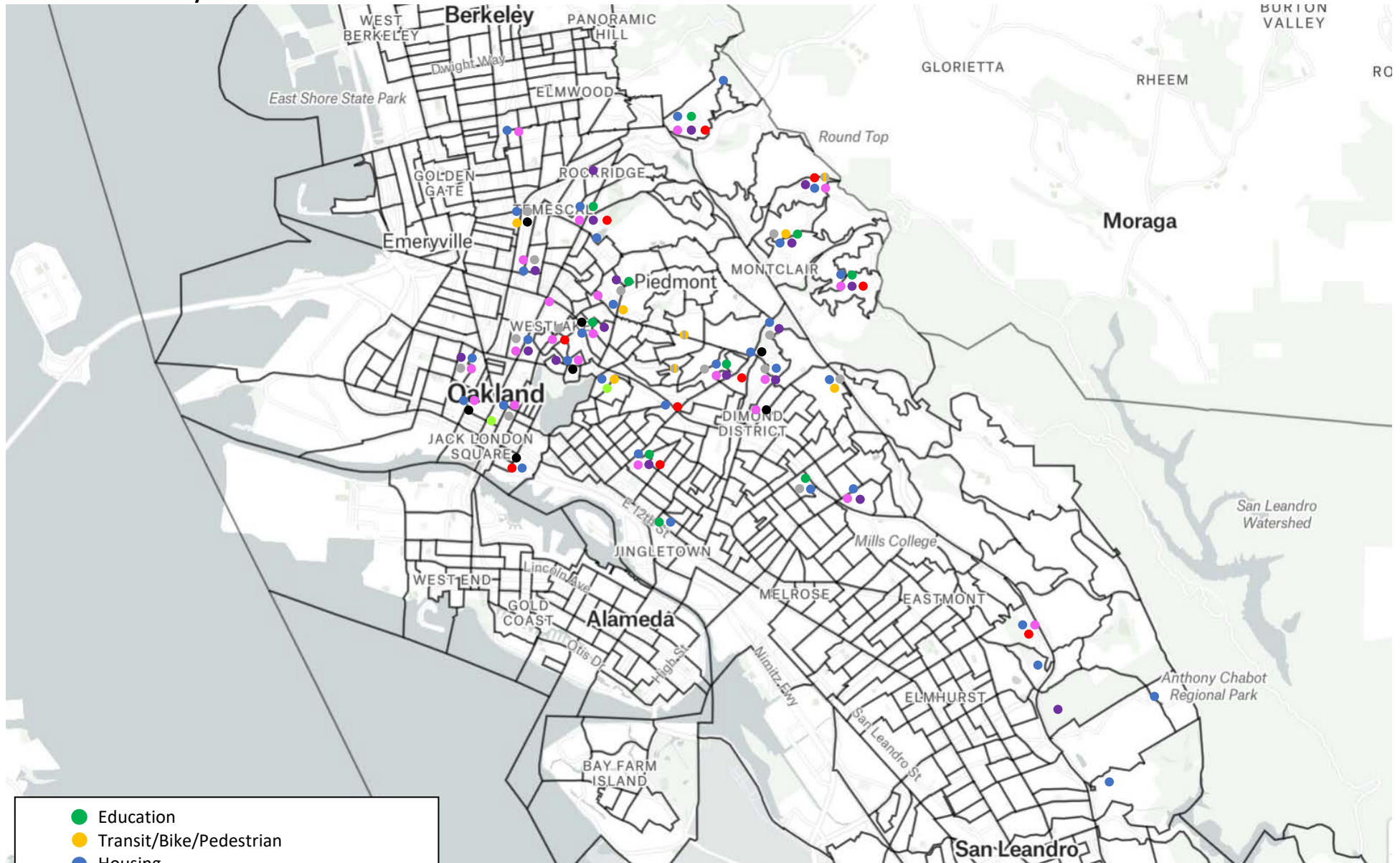
Total: 1,572,982

Ideal District: 314,596

Community of Interest - Berkeley

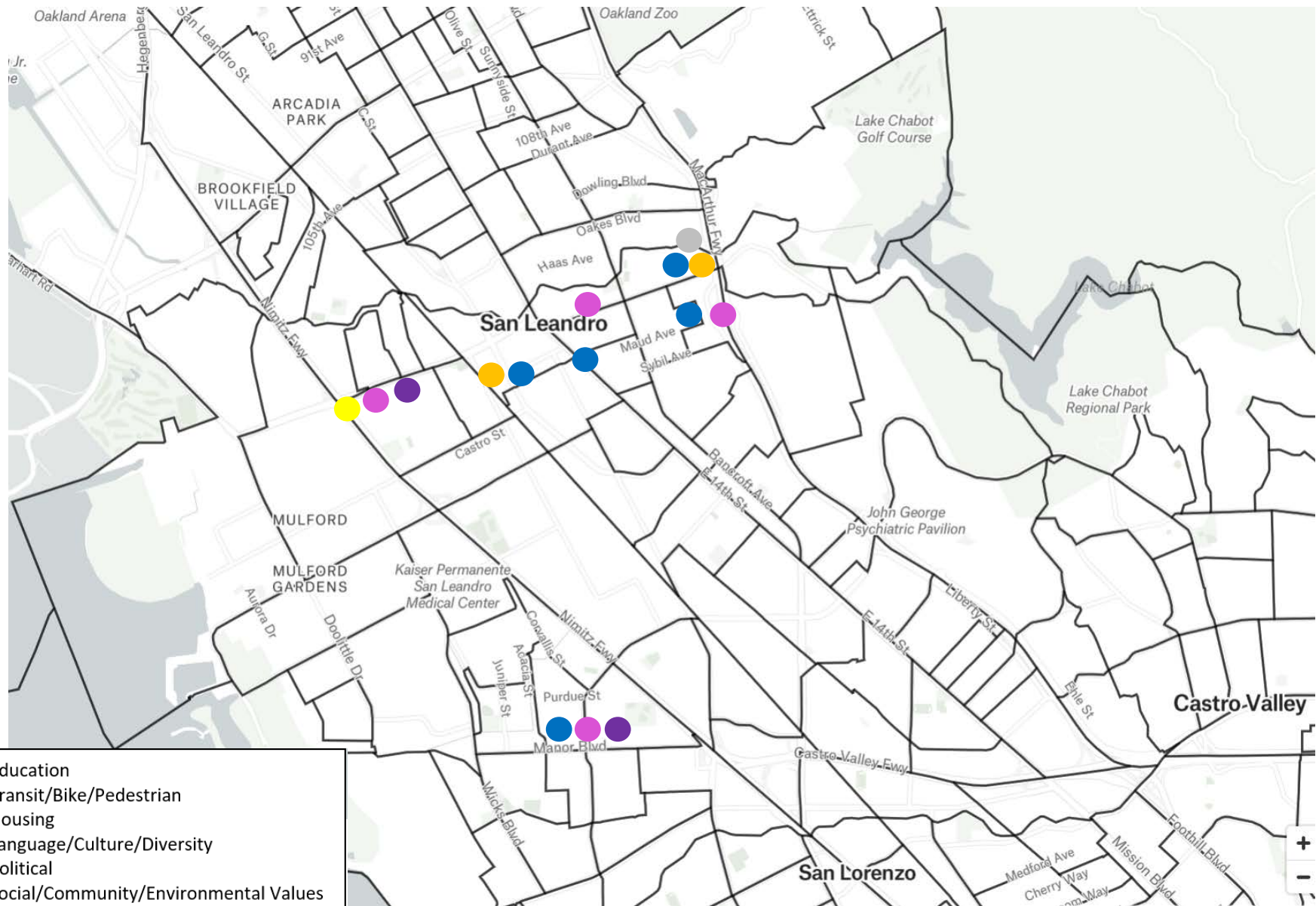


Community of Interest - Oakland

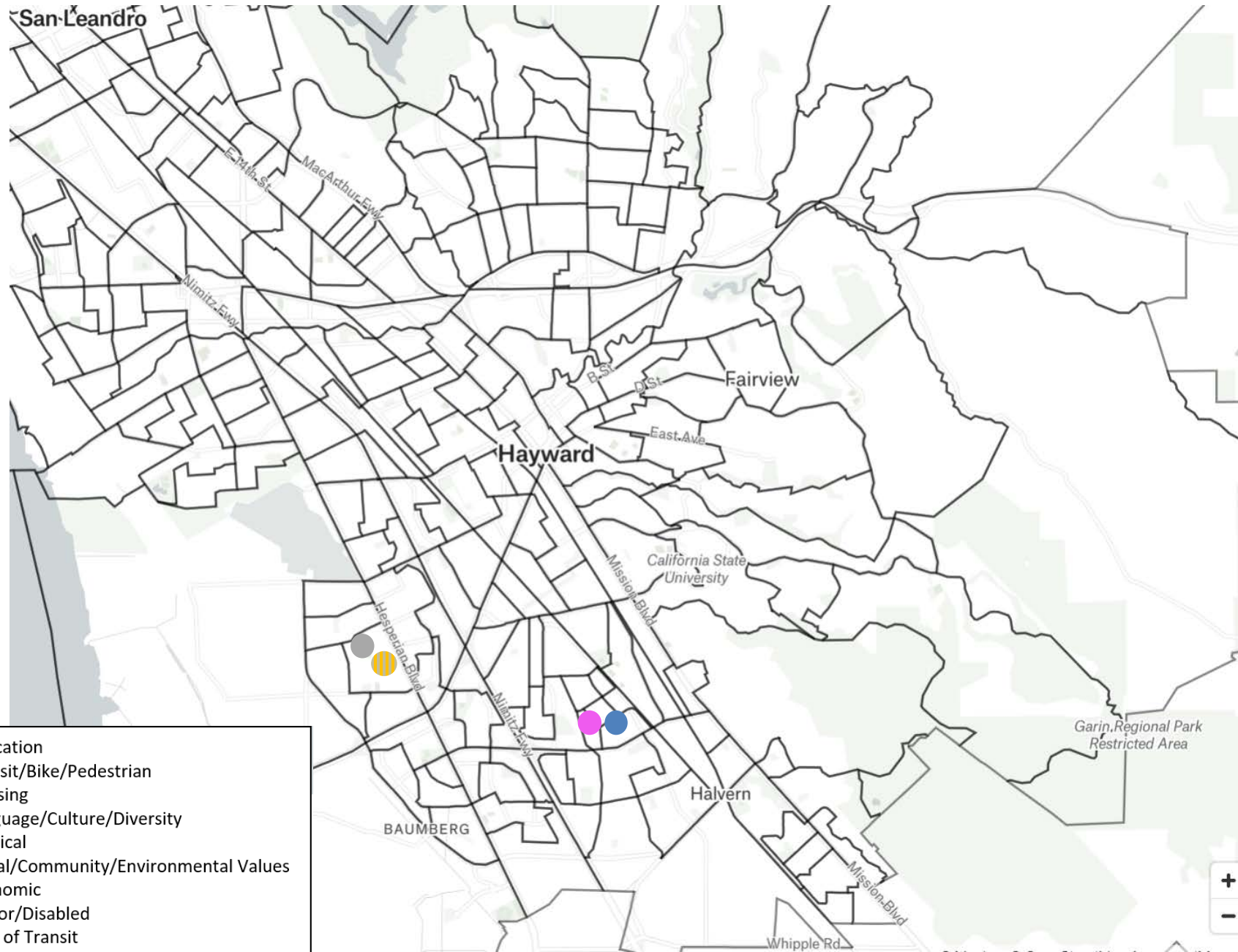


- Education
- Transit/Bike/Pedestrian
- Housing
- Language/Culture/Diversity
- Political
- Social/Community/Environmental Values
- Economic
- Senior/Disabled
- Lack of Transit
- Fire/View Preservation
- Parks/Recreation
- Homeless

Community of Interest – San Leandro



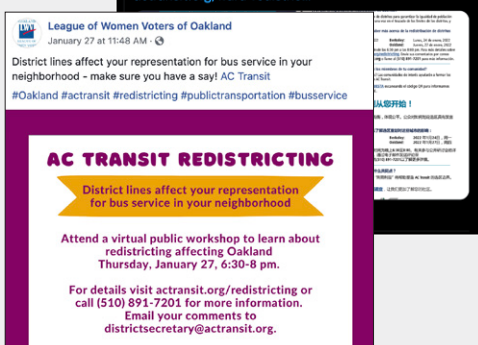
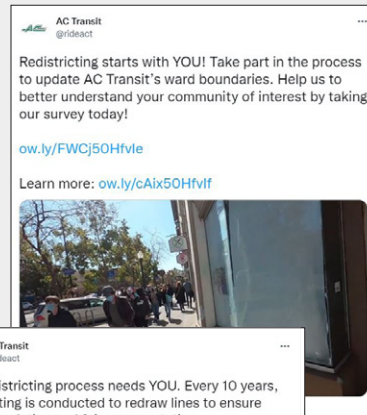
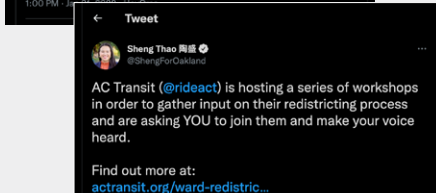
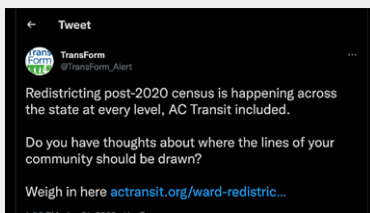
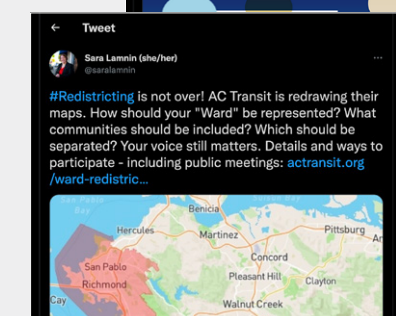
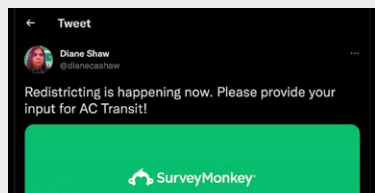
Community of Interest – Hayward



- Education
- Transit/Bike/Pedestrian
- Housing
- Language/Culture/Diversity
- Political
- Social/Community/Environmental Values
- Economic
- Senior/Disabled
- Lack of Transit
- Fire/View Preservation
- Parks/Recreation
- Homeless

Elected and Community-Based Organization Partners

Social Media



Display Ads – Print and Digital

