



**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

**ANNUAL PROHIBITION ORDER REPORT
TO THE CALIFORNIA LEGISLATURE**

SEPTEMBER 2021

This annual report summarizes the San Francisco Bay Area Rapid Transit District's prohibition order program pursuant to Assembly Bill 730 (Chapter 46, Statutes of 2017). The report contains data gathered from documented calls of service regarding incidents occurring on BART property and trains, in addition to statistics obtained from BART Police Officers.

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Message from the Chief of Police

Honorable Members of the California State Legislature,

The men and women of the San Francisco Bay Area Rapid Transit District (BART) Police Department are committed to ensuring the safety and security of all BART riders and employees.

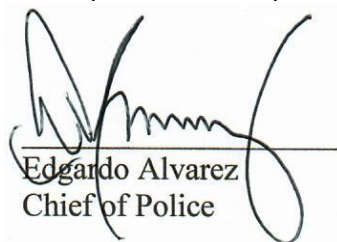
In 2011, the Legislature passed, and the Governor signed AB 716 (Dickinson) into law, granting BART the authority to implement a pilot program to issue prohibition orders. The program was created to improve front-line employee and rider safety by excluding persons from the transit system who had committed certain acts of violence, misdemeanors, or felonies.

BART began issuing prohibition orders in mid-2013 and throughout the program has focused on serious and repeat offenders who commit violent crimes, sexual offenses, or traffic and sell narcotics on BART property. In 2017, BART received permanent authority to issue prohibition orders through the passage of AB 730 (Quirk).

With permanent authority to issue prohibition orders, BART remains committed to public safety and the protection of our riders and employees. We believe the authority to exclude individuals who commit violent crimes on BART property or cause drug-related safety concerns, is a great asset to implementing an effective public safety strategy.

With the COVID-19 pandemic, 2020 has been one of the most challenging years in BART history. However, it has also been an exciting period of growth for the Police Department. In 2020, I created a new Bureau of Progressive Policing and Community Engagement with a growing team of non-armed personnel, including Transit Ambassadors and Crisis Intervention Specialists. The new positions will focus on connecting individuals experiencing homelessness, mental illness, and drug addiction with social services. As Chief of Police, I am committed to making BART the most progressive police department in the country. This means taking steps to build upon more than a decade of reforms, expanding training, and implementing new initiatives to bolster oversight, accountability, and trust within the communities we serve.

As shown in this year's annual report, BART is committed to collecting and analyzing data related to passenger behavior and crimes committed on BART property. BART continues to be engaged in independent reviews of its policing practices to ensure fair and impartial policing across arrests, citations, and police contacts. It is our hope these reviews will keep BART accountable to the public and help build community trust moving forward.



Edgardo Alvarez
Chief of Police

Message from the Transit Security Advisory Committee Chair

Honorable Members of the California State Legislature,

The Transit Security Advisory Committee (TSAC) of the San Francisco Bay Area Rapid Transit District (BART) is the citizen and community advisory committee that works to ensure that Assembly Bill 730 is implemented as the Legislature intended. AB 730 requires an annual report from BART to the Legislature on the statistics regarding prohibition orders and crimes of violence.

The TSAC is made up of both members of the community and BART employees. The TSAC takes seriously its role in examining the program's monthly statistics, findings related to the issuance of prohibition orders, and ways in which BART can effectively promote the safety and security of both riders and employees.

This year, the TSAC welcomed new members, who will bring a wealth of knowledge in the areas of youth advocacy, mindfulness/mental health wellness, and BART's operations. The TSAC is also committed to focusing on more comprehensive reviews of monthly data as well as a review of the total data received since the conception of this granted authority. Utilizing the data received, we will continue to look at the determining factors leading to the issuance of a prohibition order, suggest proactive outreach strategies on youth engagement/education of the BART system, and offer recommendations for employee education and support to create a safer environment for both BART employees and riders.

Sincerely,

Armando Sandoval
Chair

A handwritten signature in black ink, appearing to read 'Armando Sandoval', is written over the printed name. The signature is stylized and cursive.

Overview of the Transit Security Advisory Committee

Pursuant to authorizing legislation, Assembly Bill 716 (Chapter 534, Statutes of 2011), BART established a Transit Security Advisory Committee (TSAC) to serve as a volunteer advisory group and review body for the implementation of BART's exclusion policy. Drawing from their private and public-sector experiences, committee members bring a diverse set of skills to the program's planning and review.

The advisory committee members and alternates are appointed by the BART Board of Directors. Meetings are generally held once per month. The committee consists of at least five members and no greater than seven. At least one of the committee members must have experience working with individuals with psychiatric or other disabilities, one must have experience as a youth advocate, and at least one advisory committee member must have law enforcement experience as a sworn peace officer.

In 2020, three of the advisory committee members have experience working with individuals with psychiatric or other disabilities, and at least two members have experience working in youth services. In addition, one advisory committee member is from the bargaining unit representing BART Station Agents.

The advisory committee is tasked with the following:

1. Providing recommendations, in consultation with the county mental health directors within the service area of the transit district, regarding the type and extent of training that should be undertaken by individuals with responsibility for issuance and enforcement of prohibition orders, with particular emphasis on training designed to assist those individuals in identifying and interacting with persons who are homeless or who have psychiatric or other disabilities.
2. Identifying, in consultation with the county mental health directors within the service area of the transit district, services and programs to which persons who are homeless or who have psychiatric, developmental, or other disabilities may be referred by transit district enforcement personnel prior to or in conjunction with issuance of a prohibition order.
3. Monitoring the issuance of prohibition orders to assist the transit district in ensuring compliance with Section 51 of the Civil Code, also known as the Unruh Civil Rights Act.
4. Providing the governing board of the transit district and the Legislature with an annual report summarizing the number of prohibition orders that were issued by the transit district during the preceding year, including, but not limited to, the types and numbers of citations by category, and the number of exclusion orders appealed, the appeals granted, the reasons granted, and other relevant information directly related to those orders.

2020 TSAC Members

Armando Sandoval, Chair
Behavioral Health/Youth Advocate

Janet Abelson
Public-at-Large

Stephanie Barnes
Public-at-Large
(Appointed July 2020)

Sue Kuipers
Mental Health Advocate

Tiffany Lacsado
Public-at-Large
(Appointed July 2020)

Manual Vasquez
Public-at-Large
(Appointed July 2020)

Randall Glock
Alternate, non-voting member
(Appointed July 2020)

Crystal Raine
(January – February 2020)

Chris Finn
(January – June 2020)

TSAC Staff

Mag Tatum
BART, District Secretary Office

Legislative History

Like other public transit systems in the state and across the country, BART is experiencing an increasing number of complaints from riders and employees regarding safety and security. The BART Board of Directors and the General Manager believes that the safety of its workers and riders must be an ongoing priority. For this reason, in 2010, BART sought to be included in state legislation, Assembly Bill 716 (Dickinson, 2011), which reauthorized programs assisting with crime control for the Sacramento Regional Transit District and Fresno Area Express.

AB 716 passed the Legislature, was signed by the Governor, and became law on January 1, 2012. As amended, the bill authorized the creation of a three-year pilot project where BART could focus on reducing the number of passenger disruptions and improving overall service through a process that would exclude passengers cited for certain offenses. The bill would also assist BART in protecting its front-line employees, including station agents, system service workers, and BART Police Officers from acts of violence. BART began to issue prohibition orders authorized by AB 716 in 2013 and soon realized a significant number of the orders were issued for domestic violence offenses.

Introduced by Senator Loni Hancock (D-Berkeley) in 2014, SB 1154 clarified that BART Police are in fact included in the general provisions of the law enforcement response to domestic violence and have the authority to issue Emergency Protective Orders (EPO) and take temporary custody of firearms or deadly weapons while conducting domestic violence investigations. SB 1154 received no negative votes in either house of the Legislature and was signed into law by Governor Brown in September 2014. The bill added BART Police to the following Penal Code Sections: 13700, 646.91, and 18250. Additionally, the bill extended the sunset provisions relating to BART's prohibition order authority until January 1, 2018.

In 2017, AB 730, authored by Assembly member Bill Quirk (D-Hayward), was introduced, and granted permanent authority to BART to issue prohibition orders. Persons could be banned from entering BART property for 30, 90 or 180 days for committing specified acts and crimes as defined within the earlier AB 716. AB 730 was signed into law in July 2017 and went into effect on January 1, 2018.

Summary of Assembly Bill 730

The purpose of AB 730 is to enhance safety and public transit system security by excluding public transit riders whose actions impact the safety and security of public transit passengers and public transit employees. The law allows BART to exclude passengers from entering the transit system for specified periods of time, depending on the nature and the frequency of offenses committed while on transit district property. The law does not intend to target or adversely impact any one group of individuals. The law relies in part on provisions in the state Public Utilities Code (PUC) to define those actions or behaviors which passengers see as disruptive and the number of offenses for which a passenger may be cited. Generally, AB 730:

1. Authorizes BART to issue a prohibition order to any person who, on at least three separate occasions within a period of 90 consecutive days, is cited for a transit related misdemeanor committed in or on a vehicle, bus stop, or light rail station of the transit district for any act that is a violation as specified in statute.
2. Authorizes a prohibition order to be issued to a person arrested or convicted for any misdemeanor or felony committed in or on BART District property.
3. Prohibits a person subject to a prohibition order from entering the property, facilities, or vehicles of BART for a period of time deemed appropriate.
4. Specifies prohibition processes, notification procedures, and hearing and appeals procedures.
5. Requires BART to establish an advisory committee and to ensure that personnel charged with issuance and enforcement of prohibition orders receive training as emphasized and recommended by the advisory committee.

Transit System Profile

BART is a special district created by the State of California consisting of Alameda County, Contra Costa County, and the City and County of San Francisco. BART is governed by a nine-member board of publicly elected Directors, each of whom represent specific geographic areas within the BART District. Each board member serves a term of four years. San Mateo County, which hosts six BART stations is not part of the BART district. BART, in partnership with the Santa Clara Valley Transportation Authority, extended the system into Santa Clara County, with the opening of the Milpitas and Berryessa/North San José Stations in June 2020.

BART connects San Francisco with cities in the East Bay, Santa Clara County, and northern San Mateo County operating on five lines, 135 miles of track with 50 stations in five counties. Pre-pandemic, average weekday daily ridership was 412,000 passengers, making BART the fifth-busiest heavy rail rapid transit system in the nation. Ridership levels fell to 12% of normal levels through the first year of the pandemic. BART continued to serve thousands of essential workers, transit-dependent riders, and low-income households. Several transit agencies also connect to BART including the San Francisco Municipal Transportation Agency (MUNI), Alameda Contra Costa Transit (AC Transit), San Mateo County Transit District (SamTrans), County Connection, and the Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit).

The BART Police Department (BPD) is comprised of 353 personnel, of which 223 are sworn peace officers and 57 are community service officers and 10 ambassadors. The Chief of Police commands the department, which is the agency's sole law-enforcement entity and provides a full range of police services. Additionally, BART's Citizen Oversight Model established the Office of the Independent Police Auditor and the BART Police Citizen Review Board. Both provide for independent investigations of alleged police misconduct, review of BPD Internal Affairs investigations, policy recommendations, reviews of every use-of-force incident, and conduct community engagement.

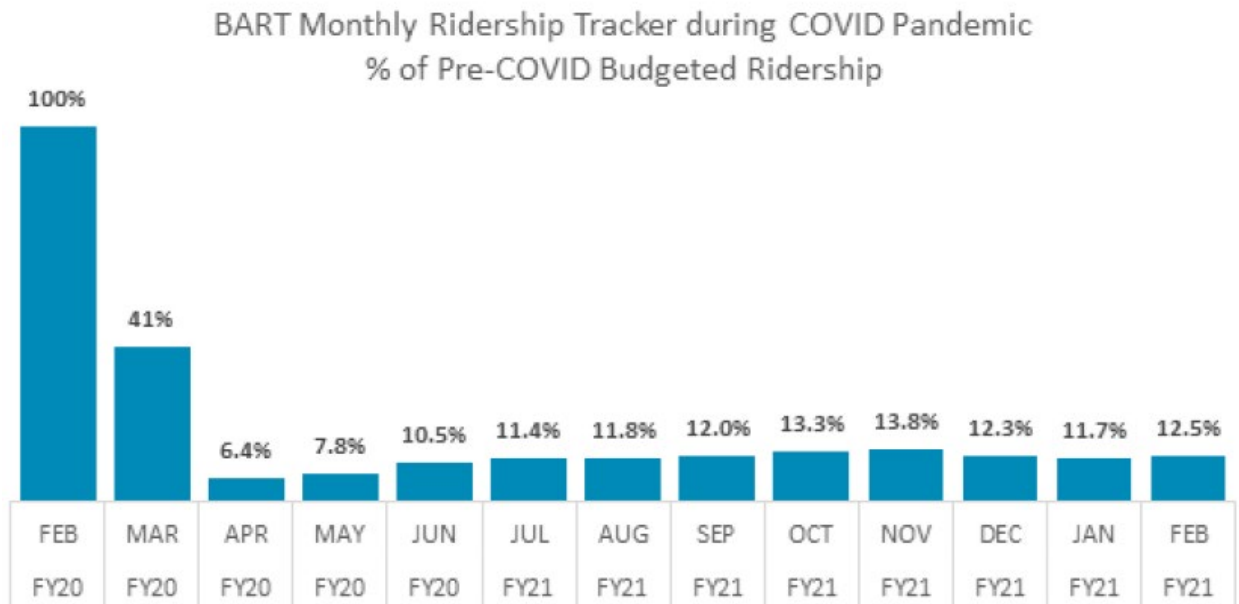
Progressive Policing and Community Engagement Bureau

The BART Police Department recently launched a new Progressive Policing and Community Engagement Bureau, which includes Transit Ambassadors, a Crisis Intervention and Community Outreach Unit, and Community-Oriented Policing Division. The Bureau's mission is to engage the Department in leading transparent, equitable, and innovative policing practices to improve public safety across the diverse communities served by BART. The Bureau will eventually include 20 Crisis Intervention Specialists trained in de-escalation techniques. This builds on the successful launch of the department's Ambassador Program in 2020, which relies on non-sworn personnel to boost the visible safety presence in the system.

Conclusions and Observations for 2020

Ridership Trends and Customer Satisfaction

Due to COVID, BART's average weekday ridership was just 53,300 in October 2020, compared to approximately 420,000 in October 2019. From the beginning of the pandemic, Bay Area residents were encouraged to avoid non-essential travel, and many employers allowed employees to work from home when feasible. With such a steep decline in ridership, BART made the decision to reduce service by 40%, moving from 15-minute to 30-minute train frequencies, and closing the system at 9pm. However, BART continued to run long trains despite the dramatic drop in ridership to facilitate social distancing.



[Customer Satisfaction Survey](#), 72% of respondents said they are very or somewhat satisfied with BART. This is up 16 percentage points since BART's last Customer Satisfaction Survey in 2018.

Given the different context for this year's survey, as well as the changes in ridership (both in terms of number of riders and demographic composition), it is difficult to pinpoint precise reasons for the relatively strong ratings, at least compared to the last two surveys. Comments about personal security referenced the need for more police, the presence of homeless riders, individuals not wearing masks, fare evasion, drug use/smoking on BART, and disruptive passengers. Some specifically mentioned that riding BART at night was a concern.

Prohibition Orders and Crime Rates in 2020

In 2020, 255 prohibition orders were issued compared to 317 in 2019. Prohibition orders were issued at 45 BART transit stations and only a small number (5 of 255) were issued on other BART property. The highest number of prohibition orders (88 total) were issued in the core East Bay stations primarily in Oakland and represent 34% of all prohibition orders. The lowest number of prohibition orders, 13 (or 5%), were issued in San Mateo County.

Statistics related to age, race, and gender have remained relatively consistent over the years. However, the number of persons who received prohibition orders and are considered younger adults (under age 35) continues to be relatively high at 169 or 66% of all orders, compared to 71% in 2019. Of this demographic, a disproportionate number of orders were also issued to young African American males (35 years or younger), totaling 123 orders or 48% of all orders issued.

Violent Crime Statistics

During monthly meetings, the TSAC discusses crime trends that effect BART in relation to the number of prohibition orders issued. In 2020, there were 352 violent crimes and 1,154 property crimes reported. Robberies made up the greatest number (252) of violent crimes and larceny/auto burglary made up the greatest number (1,038) of property crimes.

Part 1 DOJ UCR Crime Rates

	2015	2016	2017	2018	2019	2020
Violent Crime	238	330	423	481	499	352
Property Crime	2809	2710	3032	2935	3444	1,154
Total	3047	3040	3455	3416	3943	1,506

Per the Department of Justice Uniform Crime Reporting system, crimes of violence include the categories of homicide, rape, robbery, and aggravated assault. Property crimes include the categories of burglary, larceny, auto theft, and arson.

(Data source - <https://www.bart.gov/about/police/reports>)

Prohibition Orders Issued for Specified Crimes

In 2020, BART saw new trends in specified crimes related to domestic violence, robbery, and battery/threats to employees.

Specified Crime	2014	2015	2016	2017	2018	2019	2020
Domestic Violence	55	64	51	53	47	46	29
Robbery/Attempt Robbery	33	29	24	34	51	51	45
Battery/Threats Employees	68	50	68	80	82	84	41
Battery/Threats to Patrons	57	44	67	74	94	104	64
Total	211	187	210	241	274	285	179

- Prohibition orders for Domestic Violence, including domestic battery/corporal injury, made up 11% of all prohibition orders, compared to 14% in 2019.
- Prohibition orders for Robbery/Attempt Robbery accounted for 18% of all prohibition orders, compared to 16% in 2019.
- Prohibition orders for Battery/Threats to Employees including station agents, train operators, system service workers, and officers decreased from 26% in 2019 to 16% in 2020.

- Prohibition orders for Battery/Threats to Patrons also decreased slightly from 32% in 2019 to 25% in 2020.

Battery Against BART Employees by Classification

Crime	2020	% of issued orders	2019	% of issued orders	2018	% of issued orders	2017	% of issued orders	2016	% of issued orders
Battery Against Station Agents	12	5%	20	5%	24	%	28	9%	30	11%
Battery Against Train Operators	2	1%	6	2%	5	1%	8	2.5%	9	3.25%
Battery Against System Service/Others	2	1%	4	1%	7	2%	3	1%	4	1.5%
Battery Against Police Officers	25	10%	54	15%	46	12%	41	13%	25	9%
Total	41	16%	84	23%	82	21%	80	25.5%	68	24.75%

TSAC considers the prevention of violence against any employee a priority and seeks to identify additional measures beyond training and public education to prevent violence against BART employees. This training must be consistent system wide, and should include the police department employees, the front-line staff, and the transit supervisors.

The TSAC believes potential benefits from continued and additional training could include:

- Developing a Civilian Academy in partnership with OIPA, CRB, BART PD COPPS and Community Partners
- Helping employees de-escalate potentially dangerous behaviors and situations
- Helping employees identify individuals with specific needs
- Reducing the likelihood an employee is the victim of assault or battery

In 2020, the TSAC received the following trainings and presentations:

- Violence in the Workplace
- Districtwide use of Narcan and Fentanyl
- BART's Proof of Payment Teams
- Criteria for Dispatching BART Police Officers
- Update on the Progressive Policing and Community Engagement Bureau
- BPD's Communication Division
- Office of the Independent Police Auditor

Battery on BART Patrons

Sixty-four prohibition orders were issued in 2020 for battery and threats to BART patrons. This is a decrease from 104 prohibition orders issued in 2019. However, this number could be attributed to record low ridership due to the pandemic.

To address crime on the BART system, the BART Police have mounted a robust campaign to recruit more officers and implemented new techniques including high visibility foot patrols and dedicated commanders for specific zones of the system.

In February 2020, BART also launched a pilot Ambassador Program to increase the presence of uniformed personnel on trains to address customers' concerns about safety and security. The ten unarmed ambassadors were recruited from the ranks of the BART Police Department's Community Service Officers and are non-sworn personnel who perform a variety of police services. The ambassadors receive additional de-escalation and anti-bias training and walk trains in teams of two, seven-days-a-week, with extra coverage on Saturdays. They focus their patrols on the most heavily travelled section of the system.

In April of 2020, BPD rolled out a new deployment strategy in response to concerns about the potential spread of the coronavirus from both front-line BART employees and essential workers who are relying on the system.

BPD positioned sworn officers as well as non-sworn fare inspectors and community service officers in the paid areas of downtown San Francisco and downtown Oakland stations. At the start of service BPD personnel were deployed near the fare gates to deter unwanted behavior such as fare evasion. This crime prevention strategy was bolstered by the closure of some entrances at these stations, which made it easier to focus resources on the remaining entry and exit points.

BART Improvements to Improve Safety and Security

To reduce incidents of violence against front-line BART employees, specifically stations agents, train operators, and system service personnel who interact with thousands of passengers each day, the TSAC recommends additional training for employees. Updated and expanded training is an important way to reduce incidents of violence against these employees who find themselves in the middle of disruptive and sometimes violent public actions. This recommended training should occur at the entry level stage of employment, as well as throughout the employee's career via routinely scheduled, specified recertification training.

When the state's social distancing protocols were in place for public transit, Station Agents were directed to stay in their booth with the door closed, with one agent per booth and to provide service with minimal contact and social distancing. If the Agent must leave the booth, they were instructed to maintain social distancing.

The TSAC is currently reviewing training content with union leaders of station agents, system service employees, fare workers, and train operators for possible modifications to the current training guidelines.

The TSAC recommends the following to help continue to minimize areas of conflict with frontline employees and management staff:

- Identification and implementation of active listening and de-escalation training
- Employee education and resources on conflict resolution and peer support
- Continue increasing employee staffing levels across service classifications, especially station agents and police officers
- Continued support of the Proof of Payment program and its personnel assigned to the enforcement
- Support of the newly implemented Ambassador program and its personnel assigned

to engage with the public and special populations

- Public announcements and social media regarding AB 730
- Additional signage at station agent booths to help inform the public of AB 730
- Crisis intervention training and a dedicated Crisis Intervention Response Team allowed to address problems district wide with the assistance of county wide Multi-Disciplinary Forensic Teams (MDFT)

Youth and Young Adults

In 2020, 25 persons under 18 years old were issued prohibition orders compared to 43 in 2019. Most prohibition orders were issued to young adults in the 18-25 and 26-35 age ranges, accounting for 77 and 67 prohibition orders respectively. In total, 66% of all prohibition orders were issued to individual under the age of 36. The TSAC has shown interest in the youth population because of the high volume of youth in the area who are transit dependent. Special attention will be paid to demographics, age and ethnicity as outreach programs are created and designed for the groups that have the greatest needs.

In 2019, dedicated Zone Commander positions were created for each county/zone. Zone Commanders are responsible to coordinate and lead all Community Oriented Policing and Problem Solving (COPPS) efforts and initiatives in their respective zone. Zone Commanders hear recommendations and complaints from community stakeholders, and they work to address issues, concerns and challenges that are important the community.

BART Police has been involved in programs in Alameda County such as Gang Resistance Education and Training (GREAT) at the grammar school level. GREAT offers many components to help children focus on life skills while helping them avoid delinquent behavior and violence. Educating our youth stakeholders and providing a positive citizen/police encounter at this early age group will assist in reducing the incidences of criminal behavior later in life for many of these juveniles.

The TSAC recommends pursuing additional outreach efforts, at the BART District and Police Department levels including:

- Frontline staff and BART PD developing rapport with young riders through community outreach
- Expanding the COPPS Unit to extending the outreach to all patrol zones by providing one COPPS assigned employee per zone
- Continuance of the GREAT program and an expansion of the program outside of Alameda County
- Development of a Crisis Intervention Response Team staffed by law enforcement personnel and trained civilian staff to highlight the Progressive Policing & Community Engagement Bureau
- Recruitment of a youth services representative to the TSAC.
- Partnering with local youth at risk/youth empowerment programs

Request for Appeals

Of the 255 prohibition orders issued in 2020, no appeals were initiated. Of the 371 prohibition orders issued in 2019, 6 appeals were initiated, 6 completed the appeals process and 1 was overturned. In 2019, these appeals accounted for just 1.6 % of the total orders issued.

Repeat Offender Statistics

In early 2016, BART Police began looking at data on repeat offenders arrested for violating their prohibition order. The applicable penal code, 369i(b), is used for a variety of offenses to include returning to BART District property while a valid prohibition order is in effect.

In 2020, 21 persons violated their prohibition order for a total of 37 arrests. 1 person violated their prohibition order 9 times, 3 persons violated their prohibition order 3 times, 2 persons violated their prohibition order 2 times, and the remaining 15 persons violated their prohibition order once. Approximately 8.78% of the individuals issued prohibition orders violated their order and were subsequently arrested for the violation.

Continued Need for Outreach Efforts Involving Mental Health & Homelessness

In 2020, of the 255 prohibition orders issued, 8 of the offenders were identified as “in crisis” or struggled with a mental health condition and identified as a danger to self and or others. This represents 3% of the total number of prohibition orders issued. In addition, 24 of the 255 individuals issued a prohibition were identified as transient. In all cases involving mental illness issues, subjects are transported to, and evaluated at, a licensed psychiatric facility prior to being booked at the jail.

BPD is constantly addressing issues and concerns of individuals struggling with homelessness and/or mental health issues. Crisis Intervention Training (CIT) officers and police personnel continue to offer services at the scene by referring them to appropriate resources through local city or county organizations. BART is one of a few transit properties in the nation to have a full-time CIT Coordinator/ Community Outreach Liaison to connect individuals who may be in crisis to specific mental health or social services. The CIT Coordinator is a member of the TSAC and works with homeless outreach teams in all four counties that BART operates. The BART Police CIT Coordinator is either on scene and/or meets with police personnel to review individual cases and develop an action plan to connect or re-connect individuals to specific mental health or appropriate services daily. BART Police tracks cases involving individuals with mental health conditions and shares the information with allied agencies during line-ups or via email.

The following BART police personnel, eligible to attend training, have completed crisis intervention training (CIT):

Crisis Intervention Training

1 of 1	Chief
3 of 3	Deputy Chiefs
12 of 13	Lieutenants
35 of 36	Sergeants
110 of 157	Officers
11 of 13	Dispatchers+2 Disp. Supervisors
27 of 49	CSOs
1 of 1	CIT Supervisor
200 of 273	Eligible Personnel are CIT Trained

To continue to develop and increase relationships with key outreach groups in the Bay Area, BPD has worked with the Homeless Outreach Teams (HOT) in all five of the counties it serves.

Information on mental health incidents is gathered and shared at monthly Multi- Disciplinary Forensic Team (MDFT) workgroup meetings in each of the following counties; Alameda, Contra Costa, San Mateo and San Francisco. The MDFT is a voluntary coalition of law enforcement agencies and allied service providers who assist individuals with mental illness, substance abuse and co-occurring disorders who are at high risk of involuntary hospitalization and are arrested for behaviors and activity related to their disabilities. BPD has been able to make referrals to the District Attorney and Public Defender's office through collaboration with MDFT workgroups to help specify treatment for individuals and focus on chronic cases that tend to exhaust valuable resources for many police agencies.

Homeless Outreach Initiatives

BART continues to invest in resources to reduce prohibition orders resulting from conditions related to homelessness. BART recently partnered with Contra Costa County Department of Public Health the CORE Team, to conduct homeless outreach in BART stations and on BART trains in Contra Costa County. BART has partnered with the San Francisco Salvation Army Team in a joint effort to deploy a hard reduction strategy involving dedicated a homeless outreach team assigned specifically to the downtown San Francisco BART stations. The unit works during the weekday shifts when BART has the highest level of patronage.

BART District continues to be involved in a district wide approach to addressing the challenge of homelessness by partnering with each county in a regional collaboration.

Center for Policing Equity Report

The Center for Policing Equity (CPE) is a research and action organization that produces analyses identifying and reducing the causes of racial disparities in law enforcement. CPE partnered with BPD to analyze the department's policing practices between January 2012 and December 2017. BPD is the first transit law enforcement agency in the country to undergo such a review by CPE. BPD voluntarily agreed to this process with the hope the findings would form the foundation of a data-driven approach to ensuring equitable policing.

With data provided by BPD, CPE's analysis looked to identify any racial disparities in police interactions with civilians, determine if disparities were caused by inequitable practices or other factors, and identify any attitudinal dispositions by officers or within the department that may be risk factors for inequitable practices. The identification of racial disparities does not necessarily indicate that police officers have engaged in inequitable practices nor does it mean that they are solely responsible for these disparities as conditions outside of a department's control such as poverty and crime rates can be contributing factors.

The key findings from the report include:

- Black Americans comprise less than 9 percent of residents served by BPD but represented 63 percent of people who experienced force.
- After taking into account crime, poverty, and racial demographics of the area around each BART station, the estimated rate of BPD rider stops was eight times higher for Black riders than for white riders. In addition, rider stops were made more frequently in areas with higher poverty rates.

From the findings of the National Justice Database project, CPE created six recommendations for BPD moving forward, including:

- Update use of force, stops, and searches data collection.
- Require supervisor review of stop records
- Review fare enforcement policies
- Adopt a new policy on drawing or displaying firearms
- Further examine the causes of distrust with the community
- Collaborate with other officials including the BART Office of the Independent Police Auditor and the BART Police Citizen Review Board

BPD has adopted all the recommendation from the CPE report.

Prior Annual Reports

In BART's commitment to transparency and accountability, prior year reports to the California legislature on BART's prohibition order program can be found online at bart.gov/reports.

Prohibition Order Statistics
(From January 1, 2020 to December 31, 2020)

Crime	Description	Prohibition Orders Issued	Percentage	In-Custody	Citations
664/187 PC	Attempt Murder	1	<1%	1	
215 PC	Carjacking	1	<1%	1	
211 PC 664/211/212.5 PC	Robbery/ Attempt Robbery	45	18%	40	5
241/243/422/415 (3)PC	Assault/Battery/Threats to Station Agents	12	5%	9	3
243/422 PC	Battery/Threats to Train Operator	2	1%		2
243/422 PC	Battery/Threats to System Service or Other	2	1%	2	
243(b)/69/422PC	Battery/Threats to Officer	25	10%	22	3
243(e)(1) PC	Domestic Battery	24	9%	23	1
273.5 PC	Domestic Battery– Corporal Injury	5	2%	5	
243.3/243d/422 PC	Battery/Threats to Patron	64	25%	44	20
243.4/288 PC	Sexual Battery	4	2%	3	
245 PC	Assault with Deadly Weapon	22	9%	22	
273d(a) PC/ 243a(b) PC	Child Abuse/ Endangerment	0	N/A		
314 PC	Indecent Exposure	11	4%	9	2
17 PC	Brandishing Weapon	7	3%	6	1
647(a) PC	Lewd Conduct	9	4%	6	3
11352/11360 H&S	Narcotic Sales	19	7%	19	
148 PC i/ 237 PC	Resisting Arrest/ False Imprisonment	1	<1%	1	
594 (a) 2 PC	Vandalism/Property Damage	1	<1%	1	
Total		255	100%	214 (84%)	41 (16%)

Crime	Description	Arrests	Prohibition Appeals	Mental Illness *	Transient	Juvenile (<18)
664/187 PC	Attempt Murder	1				
215 PC	Carjacking	1				
211 PC 664/211/212.5 PC	Robbery/ Attempt Robbery	40		1	1	17
243/422 PC	Battery/Threats to Station Agent	9			2	
243/422 PC	Battery/Threats to Train Operator					
243/422 PC	Battery/Threats to System Service or Other	2		1	1	
243(b)/69/422 PC	Battery/Threats to Officer	22			3	3
243(e)(1) PC	Domestic Battery	23			1	
273.5 PC	Domestic Battery-- Corporal Injury	5				
243.3 PC/ 422 PC	Battery/Threats to Patron	44		5	7	2
243.4/288 PC	Sexual Battery	3				
245 PC	Assault w/ Deadly Weapon	22		1	5	1
487(c) PC	Theft from Person					
314 PC	Indecent Exposure	9			2	
417 PC	Brandishing Weapon	6				
647(A) PC	Lewd Conduct	6			2	
11352/11360 H&S	Sales of Illegal Narcotics	19				
148 PCi/ 237 PC	Resisting Arrest/ False Imprisonment	1				
594 (a) 2 PC	Vandalism/Property Damage	1				
Total		214	0	8	24	23

Crime Classification	Prohibition Orders	Percentage
Felony	130	51%
Misdemeanor	125	49%
	255	100%

Gender	Prohibition Orders	Percentage
Male	223	87%
Female	32	13%
	255	100%

Ethnic Background	Prohibition Orders	Percentage
Black	175	69%
Hispanic	34	13%
Other	19	7%
White	29	11%
	255	100%

Age	Prohibition Orders	Percentage
17 & Under	25	10%
18 to 25	77	31%
26 to 35	69	27%
36 to 45	44	17%
46 to 55	27	10%
56 +	13	5%
	255	100%

Age/Ethnic Background	Black	Hispanic	Other	White
17 & Under	23	1	1	0
18 to 25	56	12	6	3
26 to 35	44	12	4	7
36 to 45	27	6	6	7
46 to 55	16	2	2	7
56 +	9	1	0	3
	175 (69%)	34 (13%)	19 (7%)	27 (11%)

Month	Prohibition Orders	Percentage
January	42	16%
February	25	10%
March	28	11%
April	19	7%
May	19	7%
June	30	12%
July	17	7%
August	12	5%
September	25	10%
October	17	7%
November	10	4%
December	11	4%
Year to date total =	255	100%

Zone	Prohibition Orders	Percentage
Zone 1 (Oakland)	86	34%
Zone 2R (Berkeley & West Contra Costa County)	22	9%
Zone 2C (East Contra Costa County)	39	24%
Zone 3 (South Alameda County)	47	18%
Zone 4 (San Francisco County)	48	19%
Zone 5 (San Mateo County)	13	5%
	255	100%

	Station	Zone	Prohibition Orders	Percentage
1	12 th Street (Oakland)	1	12	5%
2	16 th Street (San Francisco)	4	4	2%
3	19 th Street (Oakland)	1	2	1%
4	24 th Street (San Francisco)	4	2	1%
5	Ashby (Berkeley) – AHS	2r	3	1%
6	Balboa Park (San Francisco) – BPS	4	3	1%
7	Bay Fair (San Leandro) – BFS	3	12	5%
8	Berkeley - BES	2r	1	<1%
9	Castro Valley – CVS	3	6	2%
10	Civic Center (San Francisco) – CCS	4	11	4%
11	Coliseum (Oakland) – COS	1	8	3%
12	Colma – CLS	5	0	N/A
13	Concord - CDS	2c	9	4%
14	Daly City – DCS	5	6	2%
15	Dublin Pleasanton – DPS	3	4	2%
16	El Cerrito Del Norte – CNS	2r	9	4%
17	El Cerrito Plaza – CPS	2r	2	1%
18	Embarcadero (San Francisco) – EMS	4	12	5%
19	Fremont - FMS	3	1	<1%
20	Fruitvale (Oakland) – FVS	1	18	7%
21	Glen Park (San Francisco) - GPS	4	4	2%
22	Hayward – HAS	3	12	5%
23	Lafayette – LFS	2c	6	2%
24	Lake Merritt (Oakland) – LMS	1	17	7%
25	MacArthur (Oakland) – MAS	1	8	3%
26	Millbrae – MBS	5	2	1%
27	Montgomery Street (SF) – MOS	4	6	2%
28	North Berkeley – NBS	2r	4	2%
29	North Concord – NCS	2c	1	<1%
30	Orinda - ORS	2c	2	1%
31	Pittsburg – PBS	2c	11	4%
32	Pleasant Hill – PHS	2c	0	N/A
33	Powell Street (San Francisco) – PPS	4	10	4%
34	Richmond – RIS	2r	8	3%
35	Rockridge - ROS	2c	1	<1%
36	San Bruno – SBS	5	1	<1%
37	San Leandro – SLS	3	6	2%
38	South Hayward – SHS	3	0	N/A
39	South San Francisco – SSS	5	1	<1%
40	Union City – UCS	3	0	N/A
41	Walnut Creek – WCS	2c	3	1%
42	Warm Springs – WSS	3	4	2%
43	West Dublin – WDS	3	0	N/A
44	West Oakland – OWS	1	16	6%
45	San Francisco Airport (SFO)	5	2	1%
46	Other BART Property (P&R)		5	2%
	Total Stations		255	100%