



## **SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

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

**2024 Report  
Submitted May 2025**

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 members 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 Assembly Bill (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 that the authority to exclude individuals who commit violent crimes on BART property or cause drug-related safety concerns is essential to implementing an effective public safety strategy.

As we continue to recover from the COVID-19 pandemic, BART has made restoring ridership a priority. Ensuring the safety of riders and front-line BART employees is a critical part of this effort. We made great strides in staffing up the Bureau of Progressive Policing and Community Engagement (the “Bureau”) in 2024, including the addition of four Crisis Intervention Specialist positions and one Supervisor. Currently, we have twenty-three Crisis Intervention Specialists and three Supervisors. Additionally, the Bureau now operates from the beginning of revenue service to the end, addressing issues of homelessness, mental illness, and drug addiction in our stations and on our trains. We will continue to implement de-escalation training throughout the District, and we have consistently provided, and will persist in offering, crisis intervention training.

I was appointed Chief of Police in October 2023, and in this role, I remain committed to continuing reforms that we have advanced for more than a decade. These include expanded training and the implementation of new initiatives to bolster oversight, accountability, and trust within the communities we serve. As shown in our annual reports, BART is committed to collecting and analyzing data related to passenger behavior and crimes committed on BART property 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.

Thank you for your continued support,



Kevin Franklin  
Chief of Police  
San Francisco Bay Area Rapid Transit District

## 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 a volunteer, community-led advisory committee that works to ensure that Assembly Bill (AB) 730 (Quirk, 2017) is implemented as intended. One of the requirements of AB 730 is to provide an annual report from BART to the Legislature regarding prohibition order statistics and crimes of violence.

Our work includes examining BART's monthly prohibition order statistics, making findings related to the issuance of prohibition orders such as use of force involved, disproportionately affected populations, as well as proposing ways BART can effectively promote the safety and security of riders and their employees. To accomplish this, over the past year, we conducted a comprehensive evaluation of the 10-year history of the TSAC's proposed recommendations.

We also initiated a Strategic Planning effort to build off of and follow through on recommendations created by previous TSAC members. The purpose of this effort is to provide additional comprehensive and informed recommendations to the BART Board of Directors and BART staff regarding (1) the evaluation of and procedures for personnel charged with issuing and enforcing prohibition orders, (2) to conduct community outreach to youth, the unhoused, those disproportionately impacted by prohibition orders, and to those who have psychiatric, developmental, or other disabilities, and (3) to recommend contemporary courses of training for all five categories of BART employees regarding de-escalation, intervention, and prevention strategies designed to keep themselves and riders safe.

While not a requirement, the TSAC has never had a strategic plan. It is our belief that strategic planning is one of the fundamental duties of any board, commission, or committee. The data we collect and the recommendations that result will assist us with better serving BART employees and their ridership through current or future challenges.

Kind regards,



Omar Farmer  
2024 Chairperson

## Overview of the Transit Security Advisory Committee

Pursuant to authorizing legislation, Assembly Bill (AB) 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 committee member must have experience working with individuals with psychiatric or other disabilities, one must have experience as a youth advocate, and at least one member must have law enforcement experience as a sworn peace officer.

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.

In 2024, committee members completed the following:

- Initiated a Strategic Plan process for the committee.
- Revised the committee's By-Laws.
- Reviewed 10 years' worth of TSAC recommendations.
- Discussed the creation of a BART Family Car.
- Revised the Prohibition Order monthly report template.
- Completed Brown Act training.
- Updated the prohibition order to eliminate the binary choice of male or female to allow for gender self-identification.

In addition, members of the TSAC attended several events including:

- National Night Out at the San Leandro Bay Fair Station.
- Participated in a Crisis Intervention Team ride-along.
- Partnered with the BART Police Department and their Community Oriented Policing and Problem Solving (COPPS) unit for a homeless veteran resource fair at Laney College. This event was advertised on BART's Destination Sign System, the screens on BART platforms that provide service information.

## **Transit Security Advisory Committee (TSAC) Membership in 2024**

Omar Farmer, Chair  
Public-at-Large  
(Appointed 7/1/2024 – Term ended 7/1/2026)

Oleksii Chuiko, Vice-Chair  
Public-at-Large  
(Appointed 7/1/2023 - Term ends 7/1/2025)

Gloria Garmon  
Public-at-Large  
(Appointed 7/1/2023 – Term ends 7/1/2025)

Tiffany Lacsado  
Public-at-Large  
(Appointed 7/1/2022 – Term ended 7/1/2024)

Kishan Naik  
Youth Advocate  
(Appointed 7/1/2024 – Term ends 7/1/2026)

Julia Owens  
Mental Health Advocate  
(Appointed 7/1/2023 - Term ends 7/1/2025)

Armando Sandoval  
Behavioral Health/Youth Advocate  
(Appointed 7/1/2023 – Term ends 7/1/2025)

### **TSAC Staff**

Mag Tatum, Senior Board Analyst  
BART Office of the District Secretary

## Legislative History

Like many 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 believes the safety of its workers and riders must be an ongoing priority. For this reason, in 2010, BART sought to be included in Assembly Bill (AB) 716 by Assemblymember Roger Dickinson (D-Sacramento), 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. 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, Senate Bill (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 Assemblymember Bill Quirk (D-Hayward), was introduced, and granted permanent authority to BART to issue prohibition orders. Individuals can be banned from entering BART property for 30, 90 or 180 days for committing specified acts and crimes as defined within AB 716. AB 730 was signed into law in July 2017 and went into effect on January 1, 2018.

In 2021, BART sponsored AB 1337 by Assemblymember Alex Lee (D-Milpitas), extending the authority to issue prohibition orders to areas where BART has an operating agreement but does not own the land. This was necessitated by the opening of new stations in Santa Clara County, situated on property that BART does not own. AB 1337 went into effect on January 1, 2022.

## **Summary of Assembly Bill 730**

The purpose of Assembly Bill (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 placed under arrest or convicted for any misdemeanor or felony committed on BART property for acts involving violence or threats of violence upon passengers and transit employees, lewd or lascivious behavior, or possession for sale of a controlled substance.
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, has extended the system into Santa Clara County, with the opening of the Milpitas and Berryessa/North San José Stations. Santa Clara County is also not part of the BART district.

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. Prior to the COVID-19 pandemic, average weekday daily ridership was 412,000 passengers, making BART the fifth-busiest heavy rail rapid transit system in the nation. As stay-at-home orders were issued in mid-March 2020, ridership plummeted practically overnight to only 6% of pre-pandemic levels; through the first year of the pandemic, BART served a transit-dependent population with 75% of passengers being persons of color. Throughout 2021 and into 2022, ridership began slowly recovering to a high of 41% of pre-pandemic numbers in September 2022. Ridership has since plateaued around 43% in 2023. Even with decreased ridership, BART continues to serve thousands of essential workers, transit-dependent riders, and low-income households each day. Several transit agencies also connect to BART including the San Francisco Municipal Railway (Muni), the Alameda-Contra Costa Transit (AC Transit), San Mateo County Transit (SamTrans), County Connection, and the Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit).

As of the drafting of this report in April 2025, the BART Police Department (BPD) is comprised of 370 personnel, of which 201 are sworn peace officers, 47 are community service officers, 7 are transit ambassadors, and 22 are crisis intervention specialists.

When last year's report was drafted in July 2024, BPD comprised 368 total personnel, of which 191 were sworn peace officers, 51 were community service officers, 9 were transit ambassadors, and 20 were crisis intervention specialists.

While the difference in staffing levels may not appear significant at first glance, it is important to note that BPD staffing numbers can fluctuate due to various factors. These include resignations, retirements, promotions, terminations, new hires, and personnel moving to different classifications within the department.

The BART Chief of Police commands the department, which is the agency's law-enforcement entity, providing a full range of police services. Additionally, BART's Citizen Oversight Model established the Office of the Independent Police Auditor (OIPA) and the BART Police Citizen Review Board (CRB). Both provide for independent investigations of alleged police misconduct, review of BPD internal investigations, policy recommendations, reviews of every use-of-force incident, and civilian community engagement. In March 2023, a new deployment strategy was implemented that shifted patrol officers from vehicles into trains, resulting in up to 18 more officers riding trains per shift.

## **Progressive Policing and Community Engagement Bureau**

In 2021, the BART Police Department launched a new Progressive Policing and Community Engagement Bureau (PPCEB), which includes Transit Ambassadors, a Crisis Intervention Specialist (CIS) and Community Outreach Unit, and Community-Oriented Policing Division (COPPS). 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 includes 20 Crisis Intervention Specialists trained in de-escalation techniques, building 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. Starting in 2022, the PPCEB is available throughout the system from the start until the end of revenue service.

## **Conclusions and Observations for 2024**

### **Ridership Trends and Customer Satisfaction**

The COVID-19 pandemic and subsequent recovery have highlighted how essential public transit is to our local economy and the lives of millions of people across the Bay Area. Due to low return-to-office rates and changes to preferred travel modes, BART ridership has plateaued at approximately 43% of pre-pandemic levels. The resulting loss of fare revenue has contributed to ongoing structural deficits ranging from \$350 million to \$400 million per year beginning in Fiscal Year 2027.

Total ridership for 2024 was 50.7 million trips, up 5.3% from 2023. Average weekday ridership for 2024 was 165,502, up 5% from 2023, while average Saturday and Sunday ridership averaged 92,381 and 71,034 an increase of 4% and 8.7%, respectively. In 2024, BART broke its post-pandemic ridership record with 224,721 exits, the highest ridership day since March 2020. Ridership was boosted by conferences and community events in San Francisco, the final Oakland Athletics home games, and BARTable partner events like Oakland Pride and the Lafayette Art & Wine Festival.

BART has surveyed its riders every two years since 1996. In the fall of 2024, more than 4,600 questionnaires in English, Spanish and Chinese were distributed onboard trains. The biennial 2024 BART Customer Satisfaction Survey found that overall customer satisfaction rating reached 73%, which is up 6% from the previous Customer Satisfaction Survey conducted in 2022. The survey also revealed that 80% would recommend BART to a friend or out-of-town guest, up 4% from 2022. Additionally, 67% agree that BART is a good value for the money, up 3% from 2022.

According to BART's final Quarterly Performance Report (QPR) of 2024, overall customer satisfaction rating reached 81%, which is up 6% from the previous quarter (July – September 2024).

These improved ratings come as BART has implemented our Safe and Clean Plan, which focuses on increasing the visible safety presence in the system and increasing staffing to clean trains and stations. The average rating for train interior cleanliness increased by 14%, while the average rating for station cleanliness increased by 8%. For the second consecutive quarter, the percentage of riders who say they have seen BART PD on their trip has reached a record high. In the fourth quarter of 2024, 19.3% of those questioned reported they saw BART's safety presence on trains or in stations. That's up from 17.7% recorded in the previous quarter.

Calendar year 2024 marks four consecutive quarters where the percentage of riders who reported seeing BART PD exceeded the agency's goal of 12%.

BART's efforts to be at the forefront of combating sexual harassment and gender-based violence continue to show results. The percentage of riders saying they have experienced sexual harassment on BART has steadily declined since early 2023. In the last quarter of 2024, the percentage remained steady at 8%, down from a high of 10%. The improvement follows the launch of Phase II of our Not One More Girl campaign.

### **Prohibition Orders and Crime Rates in 2024**

In 2024, 382 prohibition orders were issued, compared to 465 in 2023. Prohibition orders were issued in 47 of the 50 BART stations. The highest number of prohibition orders (132 total) were issued in Oakland stations, representing 35% of all issued prohibition orders. The lowest number of prohibition orders, 11 (or 3%), were issued in Santa Clara stations.

For 2023, the highest number of prohibition orders (151 total) were issued in Oakland stations and represent 32% of all issued prohibition orders. The lowest number of prohibition orders, 6 (or 1.2%), were issued at Santa Clara County stations.

In 2022, 310 prohibition orders were issued compared to 236 in 2021. Prohibition orders were issued at 42 BART stations, with only one issued on other BART property. The highest number of prohibition orders (106 total) were issued in Oakland stations and represent 34% of all prohibition orders. The lowest number, 12 (or 4%), were issued in Santa Clara County.

In 2021, 236 prohibition orders were issued compared to 255 in 2020. Prohibition orders were issued at 48 BART stations in 2021 and only a small number (1 of 236) were issued on other BART property. The highest number of prohibition orders (58 in total) were issued in the core East Bay stations in Oakland and represent approximately 25% of all orders issued. The lowest number of prohibition orders, 6 (or 2.5%), were issued in Santa Clara County.

BPD does not track the number of times a patron is issued a warning versus receiving a prohibition order. Warnings are not issued in place of a prohibition order. If someone is arrested or convicted of an offense that qualifies for a prohibition order, then an order should be issued. BPD wants to maintain fairness when issuing prohibition orders and does not want to appear that we are being selective in who is being issued a prohibition order.

### **Violent Crime and Property Crime Statistics**

During monthly meetings, the TSAC discusses crime trends that affect BART in relation to the number of prohibition orders issued. Crimes are separated into two categories: violent crimes and property crimes. 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 burglary, auto theft, and arson.

In 2024, there were 353 violent crimes and 2,441 property crimes reported. In 2023, there were 397 violent crimes and 2,977 property crimes reported. In 2022, there were 350 violent crimes and 1,757 property crimes reported. In 2021, there were 222 violent crimes and 1,322 property crimes reported. In 2020, there were 352 violent crimes and 1,571 property crimes reported. In 2019, there were 499 violent crimes and 4,594 property crimes reported.

**Department of Justice (DOJ) Uniform Crime Reporting (UCR) Crime Rates/National  
Incident-Based Rating System (NIBRS)**



**Bay Area Rapid Transit Police Department**

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[www.bart.gov/police](http://www.bart.gov/police)

**December 2024**

Performance Measurement Review - **Systemwide**

<b>PART 1 UCR/NIBRS Crime</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>YTD 2023</b>	<b>YTD 2024</b>	<b>PCT %</b>
Homicide	2	0	0	4	1	1	1	0%
Rape	7	5	8	7	7	7	4	-43%
Robbery	378	252	143	225	235	235	207	-12%
Aggravated Assault	112	95	71	114	154	154	141	-8%
<b>Violent Crime Subtotal</b>	<b>499</b>	<b>352</b>	<b>222</b>	<b>350</b>	<b>397</b>	<b>397</b>	<b>353</b>	<b>-11%</b>
Burglary (Structural)	16	12	11	23	25	25	29	+16%
Larceny	3,177	1,038	882	1,118	1,497	1,497	1,243	-17%
Auto Burglary	1,150	417	290	375	780	780	723	-7%
Auto Theft	247	100	134	231	671	671	442	-34%
Arson	4	4	5	10	4	4	4	0%
<b>Property Crime Subtotal</b>	<b>4,594</b>	<b>1,571</b>	<b>1,322</b>	<b>1,757</b>	<b>2,977</b>	<b>2,977</b>	<b>2,441</b>	<b>-18%</b>
<b>TOTAL</b>	<b>5,093</b>	<b>1,923</b>	<b>1,544</b>	<b>2,107</b>	<b>3,374</b>	<b>3,374</b>	<b>2,794</b>	<b>-17%</b>

**Prohibition Orders Issued for Specified Crimes**

As society emerges from the COVID-19 pandemic, BART is seeing new trends in specified crimes. Battery/threats to patrons have rebounded to pre-pandemic levels, and battery/threats to employees are up nearly five-fold from 2021.

<b>Specified Crime</b>	<b>2019</b>	<b>% of issued orders</b>	<b>2020</b>	<b>% of issued orders</b>	<b>2021</b>	<b>% of issued orders</b>	<b>2022</b>	<b>% of issued orders</b>	<b>2023</b>	<b>% of issued orders</b>	<b>2024</b>	<b>% of issued order</b>
Domestic Violence	46	12%	29	11%	29	12%	37	12%	47	10%	44	12%
Robbery/ Attempt Robbery	51	14%	45	18%	25	11%	33	11%	52	11%	43	11%
Battery/Threats to Employees	84	23%	41	17%	16	7%	54	17%	110	24%	73	19%
Battery/Threats to Patrons	104	28%	64	25%	56	24%	93	30%	100	22%	108	28%
<b>Total</b>	<b>285</b>	<b>77%</b>	<b>179</b>	<b>70%</b>	<b>126</b>	<b>53%</b>	<b>217</b>	<b>70%</b>	<b>309</b>	<b>66%</b>	<b>268</b>	<b>70%</b>

- Prohibition orders for Domestic Violence, including domestic battery/corporal injury, made up 12% of all prohibition orders, compared to 10% in 2023.
- Prohibition orders for Robbery/Attempted Robbery accounted for 11% of all prohibition orders, which is similar to 2023.
- Prohibition orders for Battery/Threats to Employees including station agents, train operators, system service workers, and officers decreased to 19%, down from 24% in 2023.

- Prohibition orders for Battery/Threats to Patrons increased to 28% of the orders issued in 2024, compared to 22% in 2023.

#### **Battery Against BART Employees by Classification**

	2019	% of issued orders	2020	% of issued orders	2021	% of issued orders	2022	% of issued orders	2023	% of issued orders	2024	% of issued orders
Battery Against Station Agents	20	5%	12	5%	12	5%	17	5%	26	6%	6	2%
Battery Against Train Operators	6	2%	2	1%	2	1%	1	<1%	1	.22%	3	1%
Battery Against System Service/Others	4	1%	2	1%	2	1%	0	0%	5	1%	4	1%
Battery Against Police Officers	54	15%	25	10%	37	16%	36	12%	45	10%	60	16%
<b>Total</b>	<b>84</b>	<b>23%</b>	<b>41</b>	<b>16%</b>	<b>53</b>	<b>23%</b>	<b>54</b>	<b>17%</b>	<b>77</b>	<b>17%</b>	<b>73</b>	<b>20%</b>

#### **Battery on BART Patrons**

In 2024, 108 prohibition orders were issued for battery and threats to BART patrons. For 2023, 100 prohibition orders were issued for battery and threats to BART patrons. This compares to 93 in 2022, 56 in 2021, 64 in 2020, and 104 in 2019; as we emerge from the COVID-19 pandemic, we see numbers rebounding to pre-pandemic levels.

To address crime on the BART system, 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 unarmed ambassadors 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. They focus their patrols on the most heavily traveled sections of the system.

#### **BART Initiatives to Improve Safety and Security**

In an effort to reduce incidents of violence against the front-line BART employees, specifically station agents, train operators, and system service personnel who deal with thousands of passengers each day, the TSAC has recommended 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. The TSAC also seeks to identify additional measures beyond training and public education to prevent violence against BART employees.

The following TSAC recommendations to improve safety and security have been implemented:

- De-escalation training for front line BART employees (station agents, train operators, system service, fore workers).
- Employee education and resources on conflict resolution and peer support/wellness and self-care.

- Continue increasing employee staffing levels across service classifications, especially station agents, police officers and un-armed professionals.
- Continued support of the Proof of Payment program and its personnel assigned to the enforcement.
- Support of the Transit Ambassador (TA) and Crisis Intervention Specialist (CIS) and Outreach program and its unarmed personnel assigned to engage with the public and special populations.
- Additional signage at station agent booths to help inform the public of AB 730.
- Continued crisis intervention training and a dedicated Crisis Intervention Response Team action plan that allows the team to address specific problems district wide, and with the assistance of a county wide Multi-Disciplinary Forensic Teams (MDFT).

The TSAC further recommends the following:

- Public Service Announcements (PSAs) via BART Media Relations and the BART Police Department regarding AB 730.
- Develop a Civilian Academy in partnership with OIPA, CRB, the Community Oriented Policing and Problem Solving (COPPS) program and other community partners and stakeholders.
- Develop a crisis intervention training program at the BART Police Department for sworn and non-sworn personnel.
- Continue to promote the groundbreaking youth-driven Not One More Girl initiative that addresses sexual harassment and gender-based violence on BART.
- Adding designated “Buddy Cars” or “Family Cars” that would encourage solo travelers, minors, and those at increased risk of sexual harassment and gender-based violence to seek out safety in numbers and alert BART staff to safety concerns.
- Establishing an in-house Crisis Intervention Specialist Academy.
- For BART Police Department sworn and non-sworn personnel to receive 8 hours of training in the following:
  - The history of AB 730 and the role and duties of TSAC (1 hour)
  - The history of the annual TSAC report (1 hour)
  - Prohibition Order Policy 417 (1 hour)
  - The Prohibition Order Appeal Process (1 hour)
  - The California Commission on Peace Officer Standards and Training role-playing videos on how to interact with the youth, the homeless, and the developmentally or psychiatrically disabled (4 hours)
- That front-line employees, including Station Agents, Train Operators, and System Service Personnel, receive 2 hours of training on the following:
  - Understanding prevention and identifying behaviors in crisis.
  - An introduction on who their resources are from BPD and the PPCEB.
  - History of how the PPCEB was created.
  - A system overview of station layouts, explaining where their resources are and what their role is in station safety situations.
  - A discussion on barriers and biases.

### **Youth and Young Adults**

In 2024, 48 prohibition orders were issued to minors under the age of 18, with an additional 206 younger adults (under the age of 35) were issued orders, for a total of 254 or 66% of all

orders. Of these, 160 or 41% were issued to Black youth.

In 2023, 43 persons under 18 years old were issued prohibition orders; an additional 240 younger adults (under age 35) were issued orders, for a total of 283 or 61% of all orders. Of this demographic, a disproportionate number of orders were issued to Black youth, totaling 187 or 40% of all the orders.

In 2022, the number of prohibition orders issued to minors was 29, with an additional 170 issued to younger adults, for a total of 199 or 64% of all orders. Of these, 124 or 40% of all orders were issued to Black youth.

The TSAC has shown interest in the youth population because of the high volume of juveniles 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 for collaborating with the PPCEB Supervisors and coordinating all COPPS efforts and initiatives in their respective zone through our Community Engagement Team (CET). Zone Commanders hear recommendations and complaints from community stakeholders, and they work to address issues, concerns and challenges that are important to the community. These Zone Commanders coordinate with PPCEB and COPPS in their zones.

BART Police has been involved in programs in Alameda County such as Gang Resistance Education and Training (GREAT) at the grammar school level for over 10 years. 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. BART Police has also expanded the Community Engagement Team (CET) to all patrol zones by providing one CET assigned employee per zone.

### **Contacting Guardians of Prohibited Juveniles**

In October of 2024, members of BPD's Progressive Policing and Community Engagement Bureau began attempting to contact the guardians of juveniles who had been issued prohibition orders. The goal of this outreach is to offer additional support and resources to these families, to prevent future involvement in activities that could lead them into the criminal justice system.

### **Policing the Teen Brain (PTB)**

PTB is a training program that provides police personnel with the information and skills they need to better interact with youth. The two to four-day training helps to explain psychiatric practice and neurological research into practical skills for police personnel to improve, facilitate, and help de-escalate interactions with children and youth. In September of 2024, the first PBT course was taught to BPD personnel.

PBT teaches police personnel about the different stages of youth development. This helps give attendees a better understanding of why youth may behave a certain way. Understanding this can lead to better communication between police personnel and youth. The training also helps to improve communication as it emphasizes empathy, active listening, and positive engagement.

Better communication can lead to safer community/police encounters which include fewer complaints of misconduct and less need to use force. Better community/police interactions also help to build trust with youth who may experience an encounter with law enforcement. Lastly, improved police encounters and community trust can lead to stronger relationships with allied law enforcement agencies and community and faith-based organizations.

These stronger relationships can lead BPD and its stakeholders to work together in addressing the needs of youth and in addressing crime and disorder in the community. This will in turn make the community safer for everyone. All public-facing BPD employees will be trained in PTB.

### **De-Escalation Training**

During the new hire process and/or recertification classes for BART's frontline employees, including station agents, system service workers, and train operators receive valuable de-escalation training taught by members of BPD. This training is designed to provide the staff with skills and strategies to effectively manage challenging situations and ensure their safety, the safety of their fellow employees and the safety of our patrons. De-escalation techniques create a safer environment for everyone involved in intense situations.

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.
- Continuance of the GREAT program and an expansion of the program outside of Alameda County to include Crisis Intervention Specialist.
- Deployment of Crisis Intervention Trained (CIT) law enforcement personnel, Crisis Intervention Specialists, Transit Ambassadors and trained professional staff, an initiative of the Progressive Policing & Community Engagement Bureau.
- Updating current action plan to reflect progress and future goals.
- Recruitment of a youth services representative to the TSAC.
- Partnering with local youth at risk/youth empowerment programs.

### **Requests for Appeals**

A person issued a prohibition order also receives notice of their right to appeal. The individual must request an appeal within ten days after being served the order. Once an appeal is initiated, the Exclusion Administrator Ja'Son Scott, a position appointed by the General Manager, shall determine whether the order meets requirements under the law and if the offense or offenses for which the person was issued the order are proven by a preponderance of the evidence. The results of the initial review are then served to the person contesting the notice by personal service. This decision shall become final after the expiration of ten days after service unless the person is dissatisfied with the results of the initial review and requests an administrative hearing within ten days' time.

If an administrative hearing is requested, the excluded individual shall be entitled to a hearing conducted by mail or in person. The Hearing Officer, also appointed by the General Manager, can overturn the order if he or she determines the person did not understand the nature and extent of his or her actions or did not have the ability to control his or her behavior. If the person issued the prohibition order is disabled or otherwise dependent on the BART system for



trips of necessity, including for medical or legal appointments or for school or employment, the Hearing Officer shall modify the order to allow for those trips. Currently, the Hearing and Appeals Officers are Tera Stokes-Hankins, Shane Edwards, and Pamela Herhold.

Of the 382 prohibition orders issued in 2024, there was one prohibition order rescinded after an appeal. An individual was accused of challenging another passenger to fight after accusing the person of filming him. The accused subject was placed under citizen's arrest which was accepted by the BART Police.

The accused subject was placed under arrest and issued a citation for Penal Code Section 415, which states any person who unlawfully fights in a public place or challenges another person in a public place to fight. The subject was also issued a prohibition order which went into effect on July 1, 2024, and was scheduled to conclude on July 31, 2024.

On July 25, 2024, BART's Exclusion Administrator requested information about the case. After reviewing the information, the Exclusion Administrator ruled that the prohibition would conclude on July 26, 2024. The order was immediately rescinded, restoring the accused subject's access to the BART system.

Furthermore, in 2024, there were seven prohibition orders that were rescinded due to errors made at the time they were issued. These mistakes include incomplete prohibition orders, errors in the documented length of the prohibited period, and an order issued prior to the arrest being made. This is done to ensure fairness in the issuance of prohibition orders.

Of the 465 prohibition orders issued in 2023, none were appealed. Of the 310 prohibition orders issued in 2022, none were appealed. Of the 236 prohibition orders issued in 2021, one appeal was initiated, and the prohibition order was upheld. Of the 255 prohibition orders issued in 2020, none were appealed.

#### **Continued Need for Outreach Efforts Involving Mental Health & Homelessness**

In 2024, of the 382 prohibition orders issued, 19 were identified as "in crisis or struggled with a mental health condition and identified as a danger to self or others. An additional 52 individuals issued a prohibition order were identified as unhoused.

In 2023, of the 465 prohibition orders issued, 20 of the offenders were identified as "in crisis" or struggled with a mental health condition and identified as a danger to self or others. An additional 51 individuals issued a prohibition order were identified as unhoused.

In 2022, of the 310 prohibition orders issued, 18 of the offenders were identified as "in crisis" or struggled with a mental health condition and identified as a danger to self or others. An additional 42 individuals issued a prohibition order were identified as unhoused.

In 2021, of the 236 prohibition orders issued, 9 of the offenders were identified as "in crisis" or struggled with a mental health condition and identified as a danger to self or others. Additionally, 23 were identified as unhoused.

	2021	2022	2023	2024
Total number of prohibition orders	236	310	465	382
Number of individuals in crisis	9	18	20	19
Number of individuals unhoused	23	42	51	52

BART Police are constantly addressing issues and concerns of individuals struggling with homelessness and/or mental health conditions. The PPCEB's Crisis Intervention Specialists (CIS), and police personnel continue to offer support services to those in crisis. Individuals are referred to resources offered by local city, county, and faith-based organizations. BART is one of only a few transit agencies in the nation to employ full-time CIS Supervisors and a Community Outreach Liaison to connect individuals who may be in crisis to specific mental health or social services. One of the CIS Supervisors is a member of the TSAC and works with homeless outreach teams in all five counties that BART operates. The two CIS Supervisors are either on scene and/or meet 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. CISs also track these individuals as they move forward with their action plan and share information with mental health and public health partners.

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

1 of 1	Chief
2 of 4	Deputy Chiefs
11 of 13	Lieutenants
33 of 34	Sergeants
96 of 149	Officers
15 of 17	Dispatchers + 2 Dispatch Supervisors
13 of 47	Community Service Officers
13 of 22	Crisis Intervention Specialist
0 of 7	Transit Ambassadors
3 of 3	Crisis Intervention Team Supervisors
3 of 18	Fare Inspection Officers + FIO Supervisor
<b>190 of 315</b>	<b>Eligible Personnel Trained</b>

As the PPCEB Deputy Chief and Crisis Intervention Team and Outreach Program Supervisors continue to develop and increase relationships with key outreach groups in the Bay Area, our BART CIT trained officers alongside the Crisis Intervention Specialists co-respond to difficult calls, while also working with the Homeless Outreach Teams (HOT) in all five of the counties it serves. One of our long running partnerships has been working with each Multi-Disciplinary Forensic Team (MDFT) workgroup in all five counties. 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. BART PD has been able to make referrals to the District Attorney, Public Defender's office and Forensic Mental Health in the county jails.

through collaboration with MDFT workgroups to help specify treatment for individuals to reduce recidivism and focus on chronic cases that tend to exhaust valuable resources and prevent uses of force for many police agencies.

### **Homeless Outreach Initiatives**

BART continues to invest in a process to reduce prohibition orders resulting from conditions related to homelessness. BART maintains partnerships with Contra Costa County Department of Public Health's CORE (Coordinated Outreach, Referral and Engagement) team, to conduct homeless outreach in BART stations and trains in Contra Costa County, and with La Familia in Alameda County. In San Mateo County, BART continues to partner with LifeMoves Outreach Teams to address issues and concerns at our end of the line stations and San Francisco Airport. In San Francisco, BART connects people for services and shelter at the Gubbio project, SoMa RISE, and Code Tenderloin, to name a few.

The District Senior Manager of Social Service Partnerships continues to build relationships in the community and advocate for the District's Quality of Life initiatives and Action Plan. BART continues to be involved in a district wide approach to addressing the challenge of homelessness by partnering with each county in a regional collaboration as well as advocacy to the State Legislature to make the District eligible for state homelessness funding.

### **Prior Year 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](http://bart.gov/reports).

# Example Prohibition Order

## BART POLICE DEPARTMENT Notice of Prohibition Order

DATE 20	TIME (0000-2400)	CASE NO.
NAME (First, Middle, Last)		
RESIDENCE ADDRESS		CITY
X-REF/OTHER ADDRESS		STATE ZIP
ETHNIC ORIGIN <input type="checkbox"/> BLACK <input type="checkbox"/> ASIAN <input type="checkbox"/> WHITE <input type="checkbox"/> HISPANIC <input type="checkbox"/> NATIVE AMERICAN		PHONE #
DRIVER'S LICENSE NO.	STATE	SOCIAL SECURITY NO. BIRTHDATE
SEX	HAIR	EYES HEIGHT WEIGHT AGE

- ☐ P.U.C. 99171(a)(1)(A) ☐ BASED ON AN ARREST OR CONVICTION OF A MISDEMEANOR
- ☐ P.U.C. 99171(a)(1)(B) ☐ BASED ON AN ARREST OR CONVICTION OF A FELONY
- ☐ P.U.C. 99171(a)(1)(C)
- EXCLUSION OF 30, 90 OR 180 DAYS,  
FROM \_\_\_\_\_ TO \_\_\_\_\_, 10 DAYS FROM ISSUE

IF YOU REMAIN UPON BART DISTRICT PROPERTY IN VIOLATION OF THE TERMS OF AN EXCLUSION ORDER, YOU MAY BE ARRESTED AND SUBJECT TO CRIMINAL PROSECUTION.

Issuing Persons Declaration (Facts Supporting the Notice of Prohibitions):

I, \_\_\_\_\_, declare as follows:


I certify under penalty of perjury that the foregoing is true and correct.

Executed \_\_\_\_\_ 20 \_\_\_\_\_  
DATE YEAR

LOCATION OF VIOLATION - STATION

NAME OF ISSUING OFFICER

BADGE #

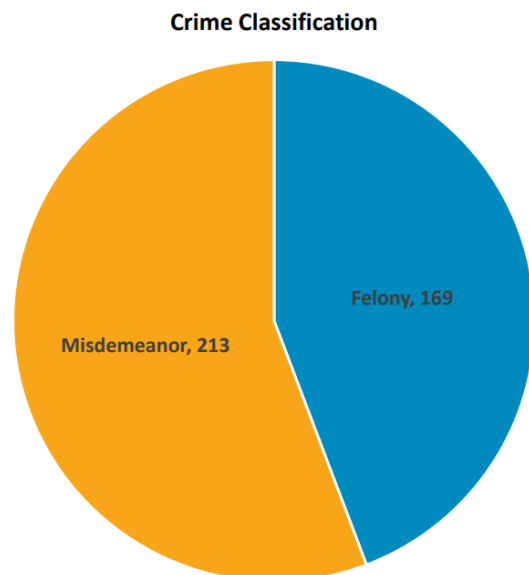
Form No. 07-0029 (Rev. 3, 6/2022 - BPD) ADMINISTRATIVE COPY

## 2024 Prohibition Order Statistics

Crime Code	Description	Prohib Orders Issued	In Custody	In Custody %	Cite Released	Citation %	Appeal	Mental Illness	Transient	Juvenile
11351 H&S	Possess/Transport Narcotics for sale	11	11	100%	0	0%	0	0	2	0
11352 H&S	Transport/Sell Narcotics	1	1	100%	0	0%	0	0	0	0
11359 H&S	Possess Marijuana for sale	1	1	100%	0	0%	0	0	0	0
11360(a) H&S	Possess/Transport Marijuana for sale	2	0	0%	2	100%	0	0	0	0
11378 H&S	Possess/Transport Narcotics for sale	6	6	100%	0	0%	0	0	2	0
148 PC	Resisting arrest	2	2	100%	0	0%	0	0	0	0
187 PC	Homicide	1	1	100%	0	0%	0	0	1	0
187/664 PC	Murder, attempt	1	1	100%	0	0%	0	0	1	0
207 PC	Kidnapping	1	1	100%	0	0%	0	0	0	0
211 PC	Robbery	19	17	89%	2	11%	0	0	2	0
211/664 PC	Robbery, attempt	4	4	100%	0	0%	0	0	1	0
212.5 PC	Robbery on Train	20	20	100%	0	0%	0	2	3	2
215 PC	Carjacking	1	1	100%	0	0%	0	0	0	0
22810 PC	Use Tear Gas to Minor	2	1	50%	1	50%	0	0	0	0
240 PC	Assault w/deadly weapon or GBI	2	1	50%	1	50%	0	0	0	0
241 PC	Assault on an Officer	1	1	100%	0	0%	0	0	0	0
241.3 PC	Assault on public transit	1	1	100%	0	0%	0	1	0	1
243(b) PC	Battery on LEO	29	25	86%	4	14%	0	2	5	2
243(d) PC	Battery w/serious bodily injury	4	4	100%	0	0%	0	1	0	1
243(e)(1) PC	Domestic Violence	30	29	97%	1	3%	0	0	2	0
243.3 PC	Battery on a patron	68	46	68%	22	32%	0	5	11	5
243.35 PC	Battery	28	18	64%	10	36%	0	2	4	0
243.4 PC	Sexual Battery	7	7	100%	0	0%	0	0	0	0
245 PC	Assault w/deadly weapon	15	15	100%	0	0%	0	2	1	2
245(a)(1) PC	Assault w/deadly weapon	22	22	100%	0	0%	0	1	3	1
245(a)(4) PC	Assault w/deadly weapon or GBI	2	2	100%	0	0%	0	0	0	0
246.3 PC	Negligent discharge of firearm	1	1	100%	0	0%	0	0	0	0
273(d) PC	Willful Cruelty to Child	1	1	100%	0	0%	0	0	0	0
273.5 PC	Domestic Violence	14	14	100%	0	0%	0	0	0	0
314.1 PC	Indecent Exposure	12	11	92%	1	8%	0	1	2	1
368 PC	Cause harm/death of elder	2	1	50%	1	50%	0	0	0	0
415 PC	Offensive Words in Public Place	2	1	50%	1	50%	0	0	0	0
417 PC	Brandishing a weapon	18	17	94%	1	6%	0	0	4	0
422 PC	Threats	14	14	100%	0	0%	0	0	1	0
640(d)(4) PC	Blocking free movement	1	0	0%	1	100%	0	0	1	0
647(a) PC	Lewd Conduct	7	4	57%	3	43%	0	0	3	0
69 PC	Battery on a Officer	29	29	100%	0	0%	0	2	3	2
		<b>382</b>	<b>331</b>	<b>86.6%</b>	<b>51</b>	<b>13.4%</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>17</b>

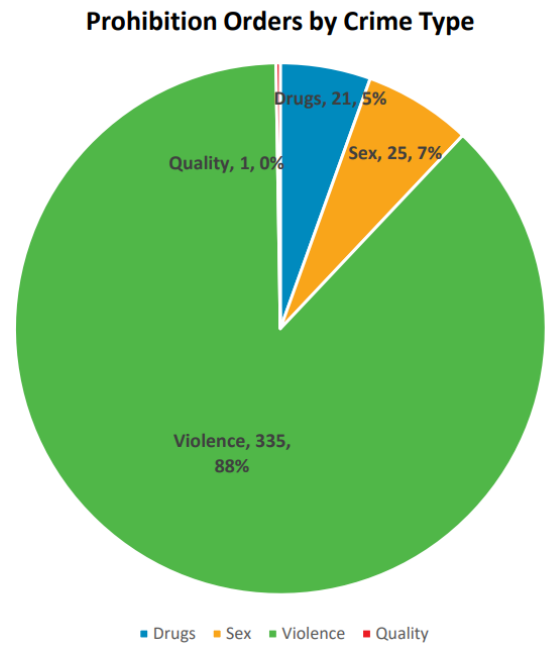
## Crime Classification Statistics

Crime Classification	Count
Felony	169
Misdemeanor	213
<b>Total</b>	<b>382</b>



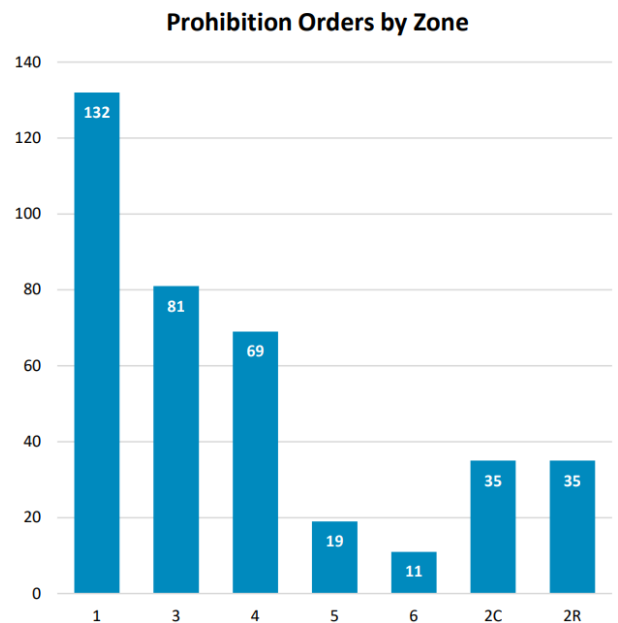
## Prohibition Orders by Crime Type

Prohibition Orders by Crime Type	
Drugs	21
Non Ap	0
Quality	1
Sex	25
Violence	335
<b>Total</b>	<b>382</b>



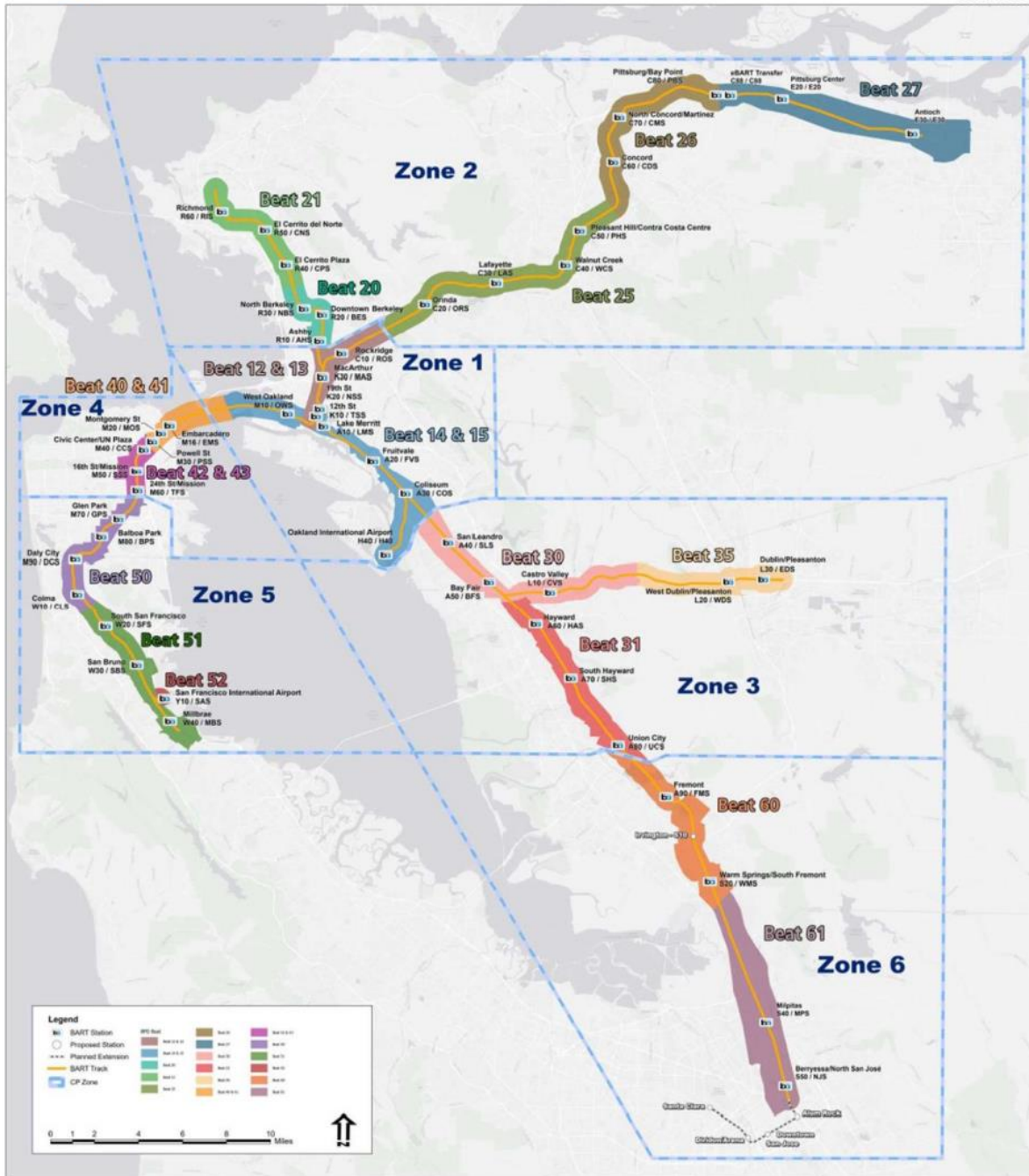
## Prohibition Orders by Zone

Prohibition Orders by Zone	
1	132
2C	35
2R	35
3	81
4	69
5	19
6	11
<b>Total</b>	<b>382</b>



# BART Police Zone Map

Date: 5/15/2024



# All Stations

Row Labels	Count of Case
Bay Fair	31
Lake Merritt	31
Civic Center	29
Fruitvale	29
Oakland West	26
MacArthur	19
Hayward	18
Powell Street	18
Coliseum	12
El Cerrito Del Norte	11
16th Street	11
Richmond	11
Daly City	9
Pittsburg/Bay Point	8
Dublin/Pleasanton	7
12th Street	7
San Leandro	7
Walnut Creek	7
24th Street	6
Ashby	6
Castro Valley	6
South Hayward	5
Orinda	5
Concord	5
19th Street	5
Fremont	4
Milpitas	4
Lafayette	4
Balboa Park	4
Embarcadero	3
Berkeley	3
West Dublin	3
North San Jose/ Berryessa	3
Concord/Martinez	3
Union City	3
North Berkeley	2
El Cerrito Plaza	2
East Antioch	2
San Bruno	2
Montgomery	2
Glen Park	2
Rockridge	2
Millbrae	1
South San Francisco	1
Oakland Airport Connector	1
Pleasant Hill	1
Warm Springs	1
<b>Grand Total</b>	<b>382</b>



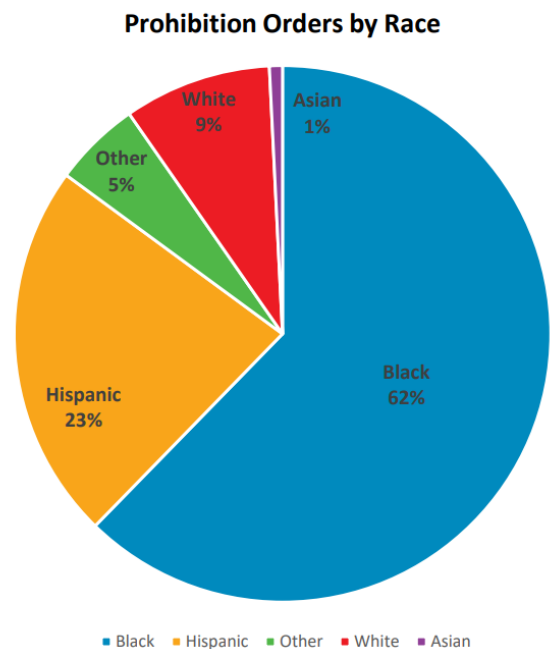
## Prohibition Orders by Age

Prohibition Orders by Age	
17 & Under	48
18-25	87
26-35	119
36-45	70
46-55	35
56+	23
<b>Total</b>	<b>382</b>



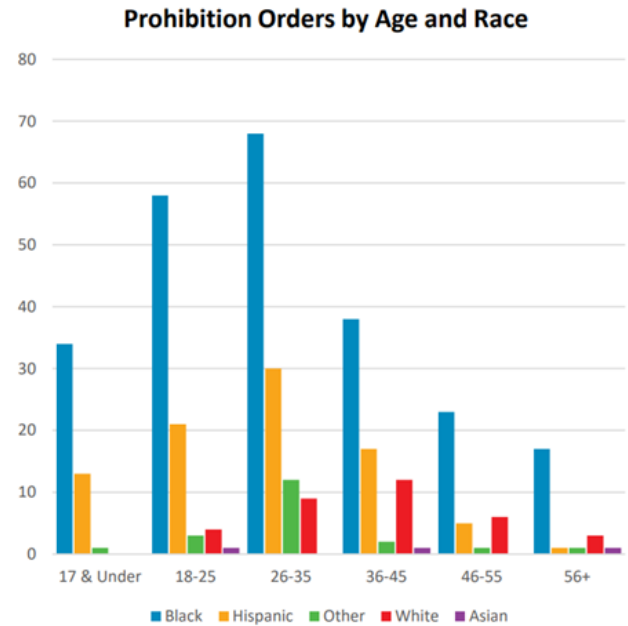
## Prohibition Orders Issued by Race

Prohibition Order Issued by Race		
Asian	3	1%
Black	238	62%
Hispanic	87	23%
Other	20	5%
White	34	9%
<b>Total</b>	<b>382</b>	<b>100%</b>



## Prohibition Orders by Age and Race

Prohibition Orders by Age and Race						
Age Range	Asian	Black	Hispanic	Other	White	Total
17 & Under	0	34	13	1	0	48
18-25	1	58	21	3	4	87
26-35	0	68	30	12	9	119
36-45	1	38	17	2	12	70
46-55	0	23	5	1	6	35
56+	1	17	1	1	3	23
<b>Total</b>	<b>3</b>	<b>238</b>	<b>87</b>	<b>20</b>	<b>34</b>	<b>382</b>



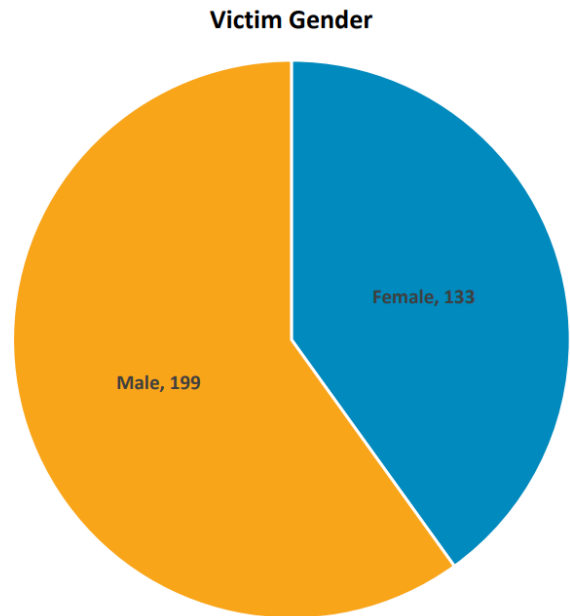
## Prohibition Orders by Gender

Prohibition Orders by Gender	
Male	303
Female	79
Non Binary	0
Decline to say	0
Unk	0
<b>Total</b>	<b>382</b>



## Victim Gender

Victim Gender	
Male	199
Female	133
Non Binary	0
Decline to say	0
Unk	0
<b>Total</b>	<b>332</b>



### Bay Area Rapid Transit Police Department

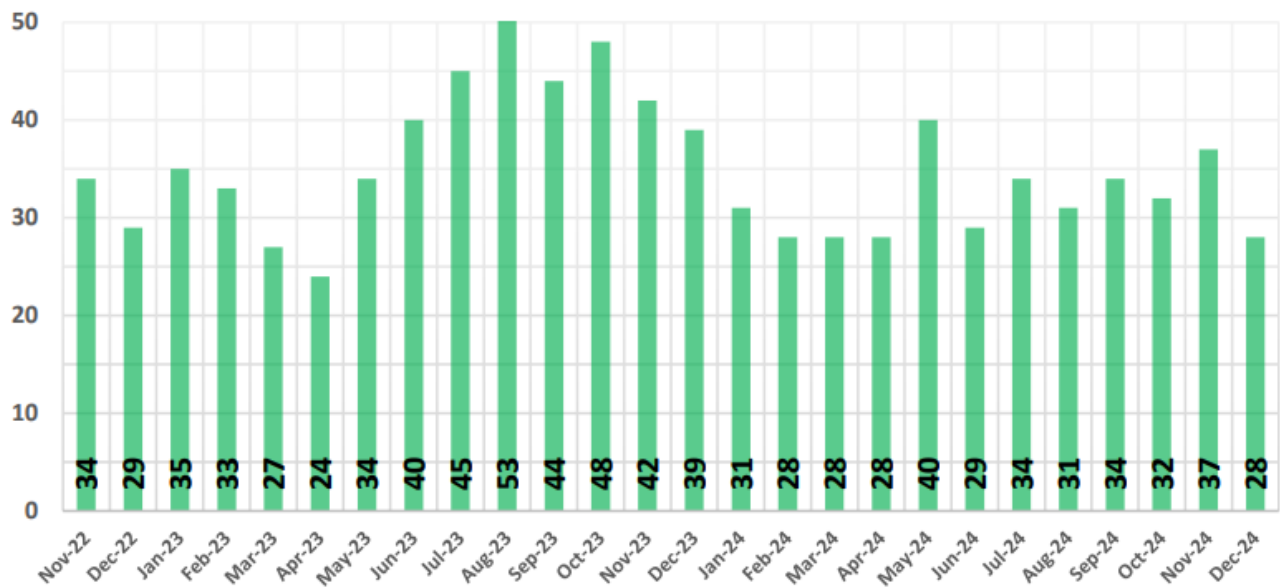
101 8th St, Oakland, CA, 94607 (510) 464-7000

[www.bart.gov/police](http://www.bart.gov/police)

December 2024

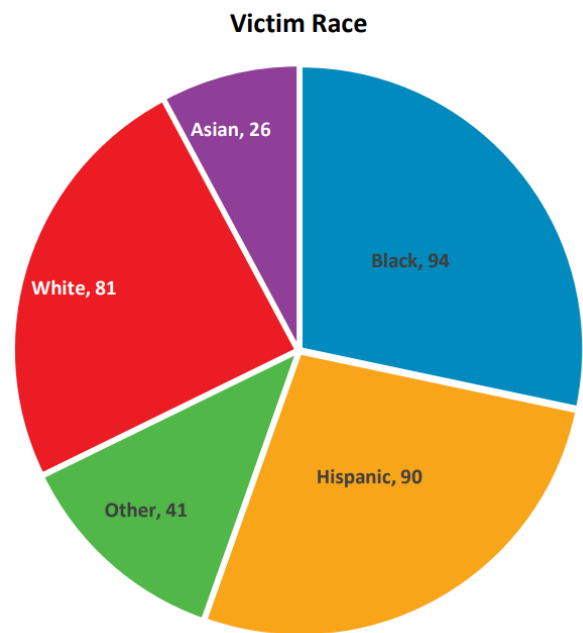
Performance Measurement Review - **Systemwide**

### AB716 - PROHIBITION ORDERS



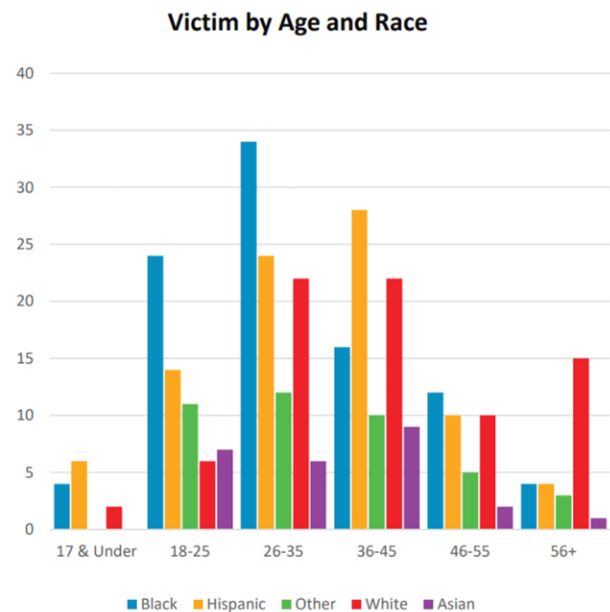
## Victim Race

Victim Race	
Black	94
Hispanic	90
Other	41
White	81
Asian	26
<b>Total</b>	<b>332</b>



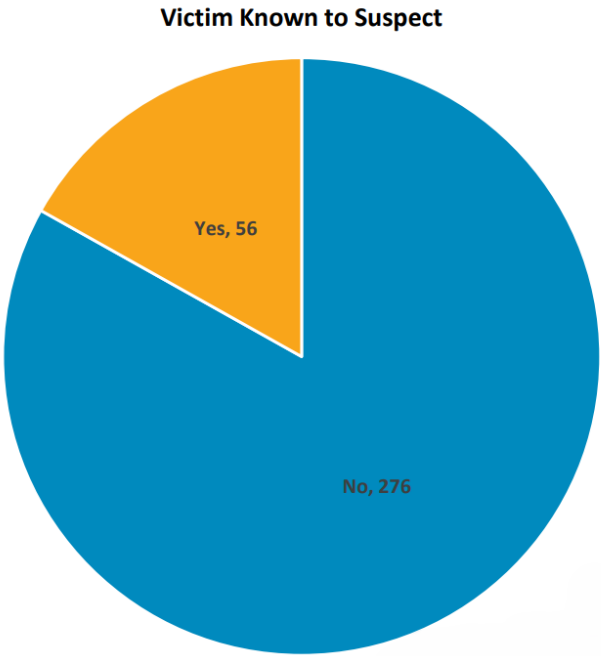
## Victim by Age and Race

Victim by Age and Race							
Age Range	Asian	Black	Hispanic	Other	White	Unk	Total
17 & Under	0	4	6	0	2	0	12
18-25	7	24	15	11	6	0	63
26-35	6	34	25	12	23	0	100
36-45	9	16	30	10	25	0	90
46-55	3	12	10	5	10	0	40
56+	1	4	4	3	15	0	27
<b>Total</b>	<b>26</b>	<b>94</b>	<b>90</b>	<b>41</b>	<b>81</b>	<b>0</b>	<b>332</b>



# Victim Known to Suspect

Victim Known to Suspect	
No	276
Yes	56
<b>Total</b>	<b>332</b>



## **Acknowledgments**

### **2024 TSAC Members**

Omar Farmer, Chair  
Oleksii Chuiko, Vice-Chair  
Gloria Garmon  
Tiffany Lacsado  
Kishan Naik  
Julia Owens  
Armando Sandoval

### **BART Staff**

Neha Balram, Senior Government and Community Relations Representative  
Mili Choudhury, Senior Manager of Social Services Partnerships  
Chief Kevin Franklin, BART Police Department  
Olivia Jackson, Chief of Staff, BART Police Department  
Amonroca James, Crime Analyst, BART Police Department  
Mark Nagales, Senior Government and Community Relations Representative  
Lieutenant John Power, BART Police Department  
Robert Raburn, Member, BART Board of Directors  
Deputy Chief Ja'Son Scott, BART Police Department  
Mag Tatum, Senior Board Analyst, BART Office of the District Secretary  
Alex Walker, Manager of Government Relations and Legislative Affairs

### **Members of the Public**

Aleta Dupree