



***SAN FRANCISCO  
BAY AREA  
RAPID TRANSIT  
DISTRICT  
AB 716 REPORT  
FOR 2014***

March 31

**2015**

This report to the California State Legislature summarizes the 2<sup>nd</sup> year of BART's exclusion policy pursuant to AB 716. The report contains data gathered from documented calls of service from station agents and patrons regarding incidents occurring on BART property and trains in addition to statistics obtained from BART police officers.

**Assembly Bill  
716**

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## **Message from the Chief of Police**

March 31, 2015

Honorable Members of the California State Legislature,

The San Francisco Bay Area Rapid Transit District (BART) is fully committed to the safety of its employees and riders. Therefore, in 2010, when BART received an increased number of safety-related complaints from its employees and passengers, the BART Board of Directors and the General Manager directed me to develop a public safety strategy to improve safety within the BART system. A component of the public safety strategy included seeking legislative authority to exclude riders whose actions adversely impact BART employees and riders.

In the past five years, BART ridership has increased by approximately 25%. As more and more people select BART as their preferred method of travel around the Bay Area, it is essential that we continue to provide a safe environment. This is the second year, but first full year, that we have had the legislative authority to issue prohibition orders to unruly individuals who physically assault our employees and passengers or cause other public safety concerns. Having this authority is an essential part of our public safety strategy.

A significant amount of our prohibition orders continue to be issued to offenders for acts of domestic violence. In response, we successfully petitioned the California State Legislature and were granted the same authority as other California law enforcement officers to enforce the domestic violence laws of the State. The additional authority enabled BART Police to issue emergency protective orders and take temporary custody of firearms or deadly weapons while conducting domestic violence investigations.

Going forward, we shall continue to gather and analyze data collected regarding unruly passenger behavior to determine what additional proactive measures can be taken to increase public safety for our employees and riders. In addition, you have our continued commitment that we will only use this authority for the very worst offenders who are engaging in violent behavior or whose behavior could lead to crimes of violence.

Sincerely,

A handwritten signature in black ink that reads "Kenton W. Rainey".

Chief of Police  
Kenton W. Rainey

## Message from the Transit Security Advisory Committee

Honorable Members of the California State Legislature,

The Transit Security Advisory Committee (TSAC) for the San Francisco Bay Area Rapid Transit District (BART) is the citizen and community oversight committee that works to ensure Assembly Bill 716 (Dickinson, 2011) is implemented as the Legislature intended.

Transit passenger misconduct continues to be an increasing problem -- just as additional transit service is needed to meet the growing demand in the Bay Area. Effectively addressing passenger misconduct is critical if we are to expand the use of public transit to meet a variety of state environmental and economic goals. Assembly Bill 716 has provided BART a useful tool to help better protect public transit passengers and public transit employees.

This report to the Legislature represents a twelve month time period. BART and the TSAC appreciate the extension of authority that the California State Legislature and Governor, through Senate Bill 1154 (Hancock), have given to BART to fully continue this important program that improves safety. While we have made important conclusions in this report, we look forward to a longer implementation period after this extended pilot project, to better focus our efforts.

The TSAC is dedicated to finding solutions to problems which impact the safety of BART stations, its riders and employees. We will continue to volunteer our time in this endeavor to address passenger misconduct through the BART prohibition policy allowed by AB 716.

Sincerely,

Janet Abelson  
TSAC Chair

## Overview of the Transit Security Advisory Committee

As required by Assembly Bill 716 (Dickinson, 2011) BART established the Transit Security Advisory Committee (TSAC), an oversight group comprised of at least five citizens that serve together as a volunteer review body for the implementation of BART's exclusion policy. Drawing from their private and public sector experiences, the committee brings a diverse set of skills to the planning and execution of the exclusion policy.

The advisory committee members are appointed by the BART Board of Directors. At least one of the advisory committee members has experience working with individuals with psychiatric or other disabilities and youth services. In addition, at least one advisory committee member is from the bargaining union 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.
- (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.

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## Introduction

Like other public transit systems in the state, BART has received an increasing number of complaints from riders and employees regarding safety onboard vehicles, in parking lots and stations. The BART Board of Directors believes that it must be an ongoing priority that its employees and riders feel safe at BART. This is the reason why, in 2010, BART sought to be included in state legislation (AB 716 ó Dickinson) that reauthorized a program assisting crime control for the Sacramento Regional Transit District and Fresno Area Express.

AB 716 passed the Legislature, was signed into law by the Governor and became effective 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.

With several conditions to implementation, AB 716 authorized additional transit security measures to curb passenger misconduct and reduce nuisance behavior. In its first full year with authority to implement a ñprohibition orderö program, BART worked to reduce the number of passenger disruptions and improve overall service. The law provides for an appeals process should individuals who are transit-dependent be cited and for training of transit personnel to recognize and facilitate the needs of those experiencing homelessness or who may have psychiatric disabilities. The law outlines the composition and duties of an oversight committee to monitor the number of citations and exclusions issued by the transit district. This committee also oversees the training of transit personnel in dealing with passengers with special needs.

This report to the California State Legislature summarizes the implementation of BART's prohibition policy pursuant to AB 716 from January 2014 to December 2014.

## I. Summary of Assembly Bill 716

The purpose of AB 716 is to enhance safety and public transit system security by excluding public transit riders whose actions impact the safety and security of public transit employees and passengers and public transit passengers. The law allows BART to exclude passengers from using transit 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 particular 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 716:

- 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 an infraction 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 a vehicle, bus stop, or light rail station BART Transit District.
- 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.

The chaptered version of AB 716 is included in this report as Attachment A.

## II. New Authority Senate Bill 1154

AB 716 (Dickinson) (Chapter 534, Statutes of 2011) created a three-year pilot program for BART to help reduce the number of passenger disruptions by prohibiting passengers from the transit system, under specified circumstances, who are repeatedly cited for certain offenses. The authority of BART Police to implement the transit security measures pursuant to this law was due to sunset on January 1, 2011. AB 716 required BART to submit a report of its findings to the State Legislature. The first report (which covered a six month period) found that a high percentage (25%) of prohibition orders issued between May and December of 2013 were related to domestic battery.

To better deal with this troubling finding, legislation was sought by BART in 2013 to clarify that BART Police Officers, like other police officers in the state, have the authority to issue Emergency Protective Orders (EPO) for individuals in a domestic violence situation within the transit system, and that they have the authority to take custody of weapons while investigating such circumstances.

Introduced by Senator Loni Hancock (D-Berkeley) on February 20, 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 EPOs 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 on September 25, 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 authority to conduct the pilot project established in AB 716 until January 1, 2018.

The chaptered version of SB 1154 is included in this report as Attachment B.

### III. BART Transit System Profile

BART is a special governmental agency created by the State of California consisting of Alameda County, Contra Costa County, and the County of San Francisco. San Mateo County, which hosts six BART stations, is not part of the BART district. BART is governed by nine publicly elected Board of Directors, who represent specific geographic areas within the BART District. Each Board member serves a four-year term.

BART connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County operating on five lines, 107 miles of track with 45 stations in four counties. A number of bus transit services connect to BART, which, while managed by separate agencies, is integral to the successful functioning of the system. The primary providers include the San Francisco Municipal Transportation Agency (Muni), 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).

With average weekday ridership of over 420,000 passengers, BART is the fifth-busiest heavy rail rapid transit system in the nation. BART's single day ridership record was set on Wednesday, October 31, 2012, with over 568,061 passengers on the day of the San Francisco Giants' victory parade for their World Series championship.

BART trains can achieve an automated-controlled maximum speed of 80 mph and provide a system-wide average speed of 33 mph with 20 second station dwell times. Trains operate at a minimum length of three cars to a maximum length of 10 cars, spanning the entire 700 foot length of the platform. At its maximum, BART has the longest trains of any passenger rail system in the United States.

The BART Police Department is comprised of 273 personnel, of which 187 are sworn peace officers. The BART Chief of Police commands the department, which is the agency's sole law-enforcement entity and provides a full range of police services. A Citizens Review Board provides an independent citizen oversight system to ensure that complaints are investigated through an objective and fair process for all parties involved. The 11 member Citizen Review Board has the power to review policies, investigate complaints, and recommend discipline. Additionally, an Independent Police Auditor, appointed by the BART Board, conducts independent investigations and reviews of police department investigations and makes policy recommendations to improve the performance of the police department.

## IV. Conclusions and Observations

In 2013, BART initiated its AB 716 implementation program and provided data collected over approximately a six month period in last year's report to the Legislature. For 2014, BART is providing a full year (January to December) of reporting data. BART Police continue to believe that additional years of enforcement will be needed to truly determine the effectiveness of this new safety effort. BART has the following key observations from 2014:

### **1. Prohibition orders have been issued across all stations throughout the BART system.**

The stations with the greatest ridership numbers, however, have the most varied number of prohibition orders, and these are the stations in the downtown San Francisco area. The top areas of concern as identified by collected statistics are:

1. Battery/Threats to Patrons
2. Domestic Battery
3. Battery/Threats to Police Officers
4. Battery/Threats to other BART Employees
5. Robbery

### **2. There continues to be a surprisingly high number of domestic violence cases.**

From January to December 2014, 20% of prohibition orders issued involved domestic violence cases. Out of the 281 citations issued, 55 of those were for domestic violence occurrences. The Transit Security Advisory Committee (TSAC) believes the number of these cases can be decreased now that BART officers have the authority to issue Emergency Protective Orders (EPO) at our stations due to SB 1154. The TSAC will continue to investigate and identify other areas that could be beneficial to BART's ability to enforce a safe and secure environment.

### **3. More time is needed to determine BART employee impact.**

In 2014, 24% (68 of 281) of the prohibition orders issued were in response to cases involving employees. This included incidents involving station agents, maintenance workers and police officers, who are increasingly in the middle of disruptive and sometimes violent actions from the public. Although, it is important to note that the reported number of crimes against employees continues to decrease compared to the same six month period in our previous report based on the statistic for 2013.

TSAC believes that increased training for BART employee groups is the best means to decrease the number of occurrences and disruptions within the BART system. TSAC is currently reviewing training content with the union leaders of the following employee groups: station agents, fore workers, train operators, operation supervisors and system service workers, for

possible modification of current training guidelines. TSAC believes potential benefits from additional training for employee groups could include:

- Helping employees better identify potentially dangerous situations and reduce employee battery
- Helping employees identify individuals with specific needs
- Reducing employee battery

TSAC also suggests the following to minimize unruly behavior:

- Add signage located at station agent booths to help inform the public and remind employees of the protocol of the new authority and BART enforcement options
- Make improvements to the transit system such as moving fare machines and elevators to more visible locations, and increasing station agent and public safety personnel staffing
- Public Service Announcements (PSA) on radio, print ads, media and the BART website

#### 4. Important outreach efforts involving mental health continue.

BART Police are constantly addressing issues and concerns of individuals struggling with homelessness, mental health issues, and drug and alcohol challenges. BART Police not only track cases involving individuals with mental health issues, but also share detailed information with officers of all jurisdictions during line-ups or via email. BART PD is steadily accomplishing its goal of having all officers complete Crisis Intervention Training (CIT). Eighty-three percent of Non-Command Personnel are CIT trained. Of the sworn personnel at BART, 153 of 173 officers have received CIT. BART PD is dedicated to continuing this training to other employee groups in the police department. Currently 28 of 39 of Community Service Officers are trained as are 11 of 16 Dispatchers. CIT officers and police personnel continue to offer services on the spot by referring individuals to appropriate resources through local city or county organizations. The BART Police CIT Coordinator meets daily with police personnel to review individual cases and develop an action plan to connect or re-connect individuals to specific mental health services.

**The following BART police personnel have had crisis intervention training:**

1 of 3	Deputy Chief
7 of 11	Lieutenants
32 of 33	Sergeants
121 of 140	Officers
11 of 16	Dispatchers
28 of 39	CSOs
<b>200 of 242</b>	<b>83% TOTAL Non-Command Personnel are CIT Trained</b>

To increase relationships with key mental health groups in the Bay Area, BART PD has worked with the Homeless Outreach Teams (HOT) in all four of the counties it serves. Information on mental health incidents is gathered and shared at monthly Multi-Disciplinary Forensic Team (MDFT) work group meetings in Alameda County, Contra Costa County and San Mateo County. This year, we added another work group in San Francisco. The MDFT is a voluntary coalition of law enforcement agencies and allied service providers who meet to 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 activities related to their disabilities. BART PD is now able to make referrals to the District Attorney's office through collaboration with the MDFT work groups. These referrals help specify treatment for individuals and focus on the chronic cases that may exhaust valuable resources on the same individual.

#### **5. There continues to be fewer mental health instances than expected.**

The initial data demonstrates that individuals with mental health challenges were marginally affected by the new prohibition citation process. In 2014, there were 1,003 demonstrated cases of individuals struggling with mental health conditions throughout the system. Out of the 1,003 cases, only nine individuals demonstrated behavior that qualified under the AB 716 program.

In an effort to offer resources and/or analyze and identify specific individuals needing mental health services, BART PD has created two new reference materials as supplemental tools when contacting persons with specific needs.

The first tool is for BART Police officers to use, is a small 3x5 card (fits in a pocket), which contains a brief synopsis of the many disabilities that officers may encounter during their routine patrol duties. It identifies what disabilities may look like and also some communication techniques to facilitate a smooth encounter with someone experiencing one of these common disabilities.

The second tool is a resource card for distribution, which lists contact information on emergency housing, family assistance, crisis support, mental health assistance, legal aid, food and shelter and additional resources information, specific to each zone the officer's patrol. Both of these tools have been reviewed by the BART Accessibility Task Force (BATF) and have been approved by this group to be distributed to our officers.

An example of a disability card is shown below:

Quick Reference cards examples: addition Tools for Officers

Cards are 3x5 3-fold, same size as BART's Field Interview (FI) cards

Developmental Disabilities 	
<b>What it looks like</b>	
<b>Intellectual Disabilities</b>	<ul style="list-style-type: none"> <li>Loss of attention or sleepiness by compulsions with loss of consciousness</li> <li>Rider (takes longer to speak)</li> </ul>
<b>Epilepsy*</b>	<ul style="list-style-type: none"> <li>May have trouble understanding what is written</li> <li>Has trouble problem solving or readily understanding a consequence to an action</li> <li>Rider has limited social skills</li> </ul> <p>Repeat instructions if necessary; rephrase question in simple language Be patient, positive and relaxed</p> <p><small>*Epilepsy Foundation State</small></p>
<b>What it looks like</b>	
<b>Cerebral Palsy</b>	<ul style="list-style-type: none"> <li>Limited ability to control muscles and body</li> <li>May appear clumsy when walking</li> <li>Movements may be stiff</li> <li>May have problems understanding directions</li> </ul>
<b>Autism</b>	<ul style="list-style-type: none"> <li>Has difficulty adjusting to change</li> <li>Repetitive body movements or behaviors</li> <li>Lack of speech or comprehension</li> <li>Unable to process loud noises or lights</li> <li>May lack eye contact</li> <li>May show frustration or lack of emotion</li> </ul>
<b>Communication with someone who is: Hearing Impaired</b>	
<b>Positive Impacts - Physical Disability</b>	
	<ul style="list-style-type: none"> <li>Write or type messages on smart phone if possible</li> <li>Allow him/her to adjust to your voice</li> <li>Clearly and slowly, use gestures and facial expressions to reinforce messages to the passenger</li> <li>Understand that everyone (with hearing loss) functions and communicates differently</li> </ul>
<b>Communication with someone who is: Deaf, Blind or Hard of Hearing</b>	
<b>Deaf</b>	<b>Positive Impacts</b>
<p>A passenger who is DEAF communicates by using American sign language (ASL) or may lip read</p>	<p>Use technology when available (i.e. Type information on the smart phone, text message)</p> <p>Be patient, positive and relaxed</p> <p>Lightly tap the passenger on the shoulder if he/she does not respond to visual clues</p> <p>If you know some sign and fingerspelling, use them</p>

Seizure Recognition 	
<b>Seizure Type</b>	<b>What it looks like</b>
<b>Generalized Tonic Clonic</b>	<p>Shallow breathing / temporarily suspended breathing</p> <p>Bluish skin</p> <p>Loss of bladder / bowel control</p> <p>Lasts a couple of minutes, Normal breathing then starts again</p> <p>Possible confusion / fatigue, followed by return to full consciousness</p>
(Gran Mal)	
<b>Absence</b>	<p>A blank stare</p> <p>Beginning and ending abruptly, most common in children</p> <p>Rapid blinking, some chewing movements of the mouth</p> <p>Child/adult is unaware of seizure</p> <p>Full awareness, end of seizure</p>
(Petite)	
<b>Seizure Type</b>	
<b>Complex Partial</b>	<b>What it looks like</b>
	<p>Blank stare, followed by chewing, followed by random activity</p> <p>Unaware of surroundings, may seem dazed and mumble. Unresponsive</p> <p>Actions clumsy, not directed</p> <p>May pick at clothing, pick up objects, may disrobe</p> <p>May run, appear afraid, struggle or flail at restraints</p> <p>Lasts a few minutes, but post-seizure confusion can last substantially longer</p> <p>Lack of memory seizure</p>
<b>Blind</b>	<b>Positive Impacts</b>
<p>A passenger who is BLIND communicates through tactile symbols, braille, close-vision signage vibrations</p>	<p>Come towards the passenger's voice</p> <p>Always communicate verbally prior to any touch</p> <p>When giving directions, be very specific, left or right as details are vital</p> <p>Always identify yourself as a BART police officer or employee</p> <p>Speak in a normal tone of voice giving commands</p> <p>Be respectful: observe</p> <p>Remember that with blind/visually impaired passengers, sight changes under different light conditions</p>
 <p>Created by BART Accessibility Task Force (BATF) General Disabilities Awareness Group (GDA)/COPPS Unit Endorsed by CIT Specialist Armando Sandoval</p>	



TSAC also took note of the rise in indecent exposure cases. System-wide in 2013 there were 41 related cases whereas in 2014 there were 60. These cases system wide are defined in categories of: Lewd/obscene conduct and indecent exposure. The committee recommends that a continued emphasis be made to monitor this group of violators, as it may warrant additional outreach efforts and services in the future. TSAC would like to determine correlation between how many were on probation of parole due to AB 716 or Proposition 47.

#### **6. Domestic violence numbers still relevant**

In an effort to reduce the occurrences of domestic violence within the BART system, BART PD will utilize the same tools to offer resources to victims of domestic violence. Total domestic violence cases in 2014 totaled 74. Fifty-five of those cases qualified under AB 716 and resulted in prohibition citations related to domestic violence. This category made up 20% of the total prohibition orders issued in 2014. TSAC will continue to make recommendations that address the need to decrease these numbers.

#### **7. Young people received most prohibition orders**

Data for the last twelve months indicates that riders between ages 18-25 received a disproportionate number of prohibition orders compared to other age groups, 86 out of 281 (31%) of the total number of prohibition orders issued fall into this age group. The age group that was next highest was 26-35 year olds. This age group represented 27% of the prohibition orders that were issued. Out of the 281 citations issued, 19 were issued to 17-year olds and under (7 %). Moving forward, TSAC has recommended the current age groups used for prohibition statistics be further broken down into categories for juveniles and young adults: ages 17 and under and 18-25. BART PD has plans to work with various local school programs within the BART service area to achieve the program goals of reducing recidivism of delinquent behavior, youth violence, and gang activity. 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.

Currently BART PD is involved in programs such as Gang Resistance Education and Training (G.R.E.A.T.). It is intended to combat delinquency, youth violence and gang membership. This curriculum offers many components to help children focus on life skills while helping them avoid delinquent behavior and violence.

In the future, seminars are being planned to give members of the BART PD an opportunity to speak with youth from middle and high school to help create a relationship between the police officers and students. The department is also planning a pilot program starting in the Richmond School District to give youth the opportunity to meet and greet officers and ask questions related to law enforcement.

## **8. Appeals for 2014**

Six out of 281 prohibition orders issued were appealed in 2014. All six prohibition orders were issued for a term of 30 days. Out of those six, two were appealed to the second level of the appeal process by requesting a hearing by a Hearing Officer, after going through an initial interview with the Exclusionary Administrator. Both patrons were satisfied with the ruling of the hearings as the citations were upheld for the original term of prohibition from the stations and it was close to the expiration date of the order. One appeal was dismissed because the prohibition order was not issued in compliance with the AB716 authority. The final three appeals were upheld with modifications that accommodated either work or school schedules. These rulings included designated time periods and station locations. All persons who entered the appeal process were informed that while they are involved in the appeal process, the prohibition order was on hold until a decision had been reached and the appeal process had been completed.

## **9. More focus is needed on fare evaders**

Increased fare evasion continues to be a problem not addressed by AB 716. Patrons are often affected by these violators, especially riders with disabilities who must use specific routes and elevators to enter or exit BART stations. TSAC recommends that system wide statistics be reviewed to determine if there is an actual correlation between chronic fare evasion and other crime related activity. If so, TSAC recommends that fare evasion be strongly considered as an AB 716 violation so that all patrons feel safe while in the BART system.

Finally, along with the data collected during this 12 month period, BART has experienced a 6% increase in ridership from 118,640,387 passengers in 2013 to 125,963,593 passengers in 2014. The escalation in ridership may have resulted in an increase of prohibition orders issued, despite the addition of officers and video surveillance on trains and in stations. All of the conclusions and observations highlighted in this year's report support TSAC's belief that more time is needed to determine the authority's overall effectiveness. In the future, TSAC recommends studying the correlation between fare evasion and criminal activity as well as fare evasion and assault on employees; in particular, station agents, train operators, and police officers. Furthermore, TSAC recommends the continued training of frontline BART employees to afford them the ability to identify, diffuse and solve situations, keeping them and BART riders safe.

## V. Appendices

### Prohibition Statistics

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14	<b>Pie chart: Station Breakdown</b>	<b>33</b>

**Attachment A - Assembly Bill 716 – Chaptered version**

**Attachment B – Senate Bill 1154– Chaptered version**

## Prohibition Order Statistics

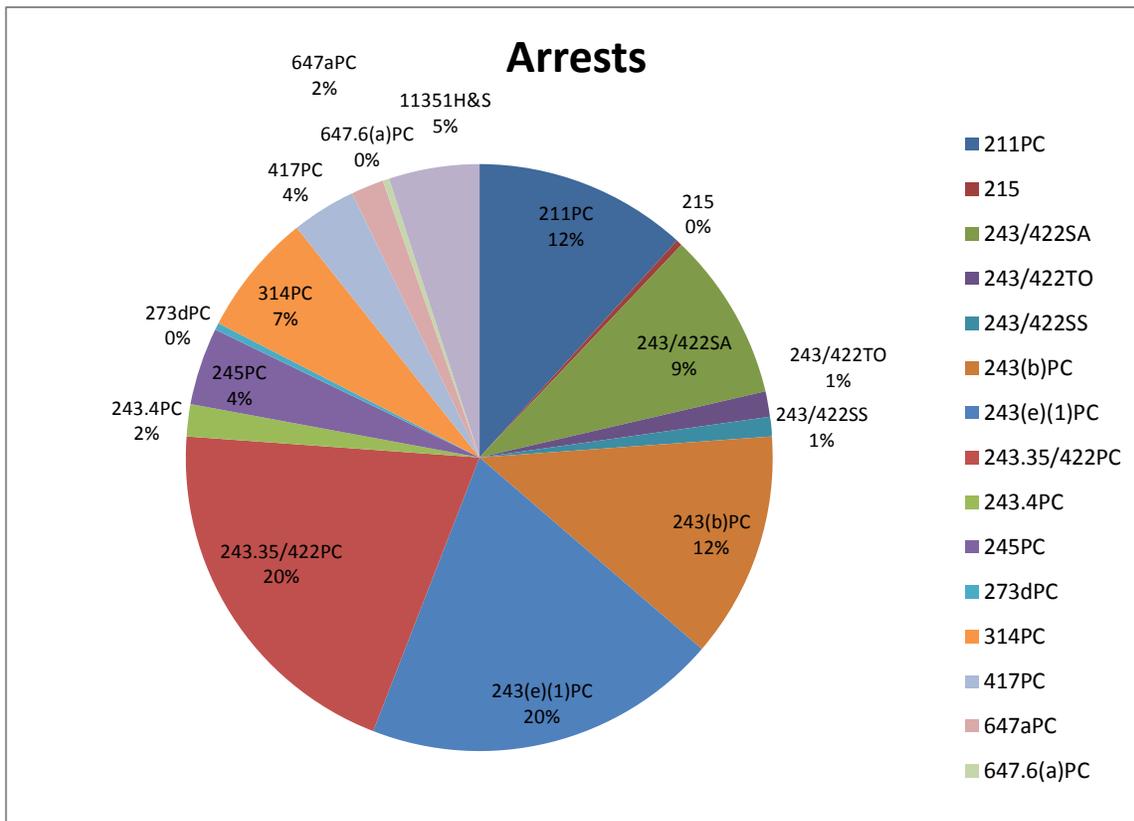
**(From January 1, 2014 to December 31, 2014)**

**Chart 1: Prohibition Orders Issued**

Crime	Description	Prohibition Orders Issued	Percentage	In-Custody	Citations
211 PC	Robbery	33	12	33	0
215 PC	Carjacking	1	0	1	0
243/422 PC	Battery/Threats Station Agent	26	9	23	3
243/422 PC	Battery/Threats Train Operator	4	1	4	0
243/422 PC	Battery/Threats System Service	3	1	3	0
243(b)/422 PC	Battery/Threats to Officer	35	12	35	0
243(e)(1) PC	Domestic Battery	55	20	52	3
243.35/422 PC	Battery/Threats to Patron	57	20	43	14
243.4 PC	Sexual Battery	5	2	5	0
245 PC	Assault with Deadly Weapon	12	4	12	0
273d PC	Child Abuse	1	0	1	0
314 PC	Indecent Exposure	19	7	19	0
417 PC	Brandishing Weapon	10	4	9	1

647 PC	Lewd Conduct	5	2	4	1
647.6(a) PC	Annoy/Molest Child Under 18	1	0	1	0
11351 H&S	Sales of Illegal Narcotics	14	5	14	0
<b>Total</b>		<b>281</b>	<b>100</b>	<b>259</b>	<b>22</b>

Chart 2: Arrests



664/207 PC	Attempt Kidnapping	243.4 PC	Sexual Battery
211 PC	Robbery	245 PC	Assault with Deadly Weapon
243/422 SA	Battery/Threats to Station Agent	243/422 TO	Battery/Threats to Train Operator
243/422 SS	Battery/Threats to System Service	314 PC	Indecent Exposure
243(b)/422 PC	Battery/Threats to Officer	415 PC	Disturbing The Peace
243(e)(1)PC	Domestic Battery	417 PC	Brandishing A Weapon
243.35/422 PC	Battery/Threats On Patron	11351 H&S	Sales of Illegal Narcotics

**Chart 3: Prohibition Appeals, Mental Illness, Homeless and Juvenile Involved Orders**

Crime	Description	Arrests	Prohibition Appeals	Mental Illness *	Homeless	Juvenile (<18)
211 PC	Robbery	33	1	0	4	7
215 PC	Carjacking	1	0	0	0	0
243/422 PC	Battery/Threats to Station Agent	26	1	1	7	1
243/422 PC	Battery/Threats Train Operator	4	0	0	0	0
243/422 PC	Battery/Threats System Service	3	0	0	0	0
243(b)/422 PC	Battery/Threats to Officer	35	0	4	3	2
243(e)(1) PC	Domestic Battery	55	0	0	2	3
243.35 PC	Battery/Threats to Patron	57	2	3	7	4
243.4 PC	Sexual Battery	5	0	0	1	0
245 PC	Assault w/ Deadly Weapon	12	1	0	3	1
273d PC	Child Abuse	1	0	0	0	0
314 PC	Indecent Exposure	19	0	1	4	0
417 PC	Brandishing Weapon	10	1	0	2	0
647a PC	Lewd Conduct	5	0	0	2	0

647.6(a) PC	Annoy/Molest Child	1	0	0	0	0
11351 H&S	Sales of Illegal Narcotics	14	0	0	0	1
<b>Total</b>		<b>281</b>	<b>6(2%)</b>	<b>9(3%)</b>	<b>35(12%)</b>	<b>19(7%)</b>

**\*In all cases involving mental illness issues, subjects are transported to and evaluated at a psychiatric facility prior to being booked at the jail.**

Chart #4: Crime Classifications

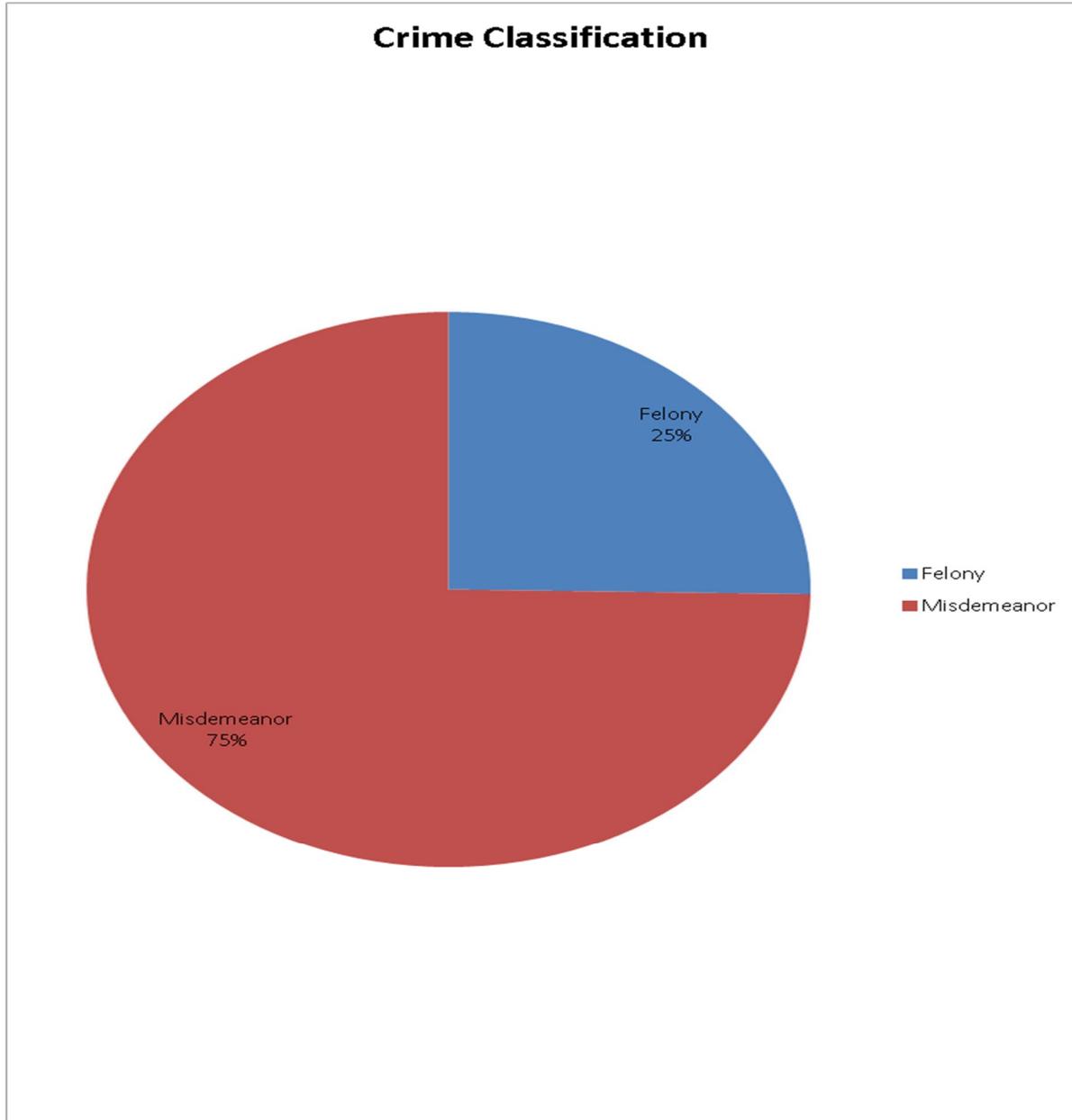


Chart #5 - Gender

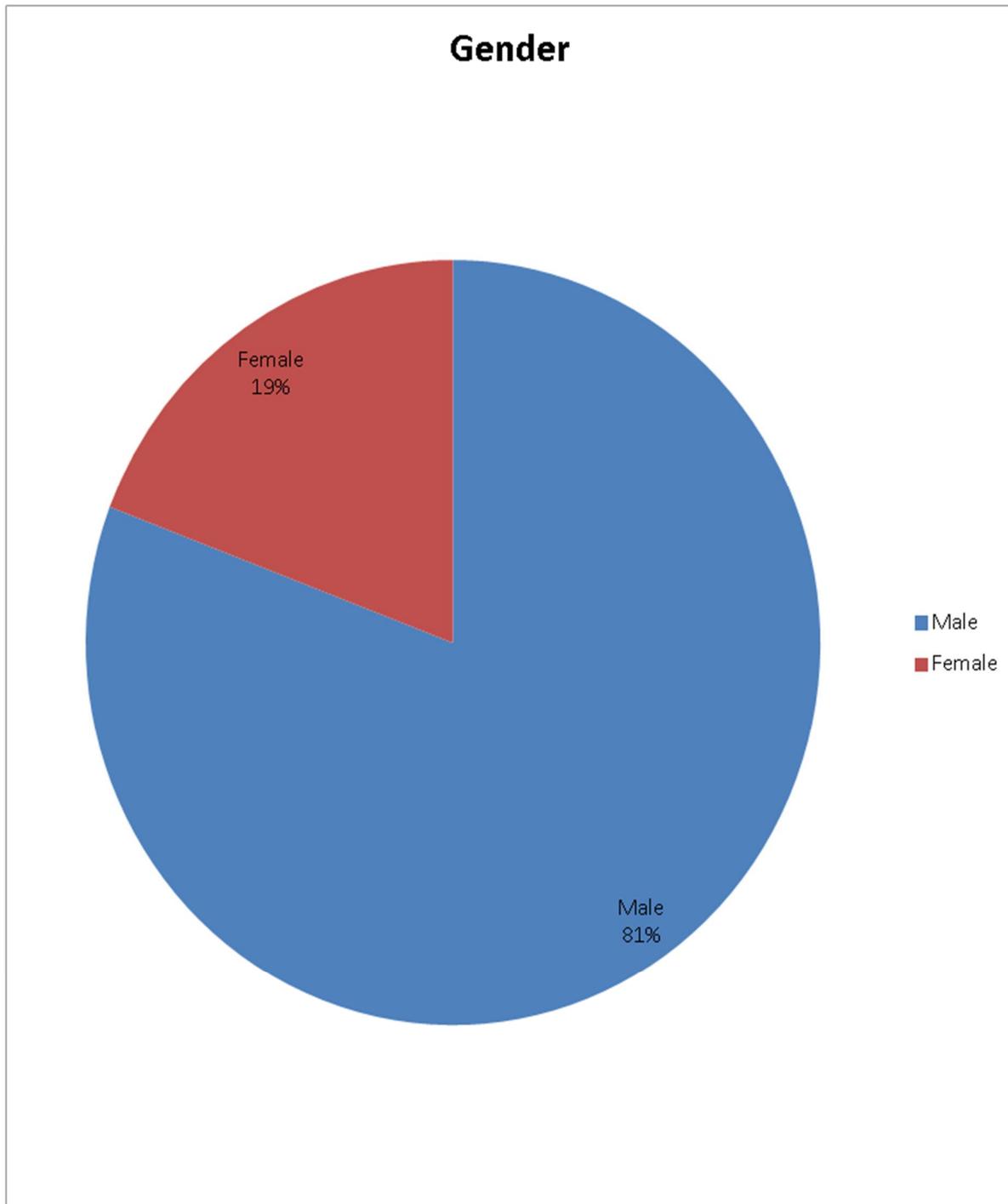


Chart 6: Age Statistics

Age	Prohibition Orders Issued	Percentage
17 & Under	19	7
18 to 25	86	31
26 to 35	75	27
36 to 45	39	14
46 to 55	38	13
56 +	22	8
	<b>281</b>	<b>100</b>

Chart 7: Breakdown by age

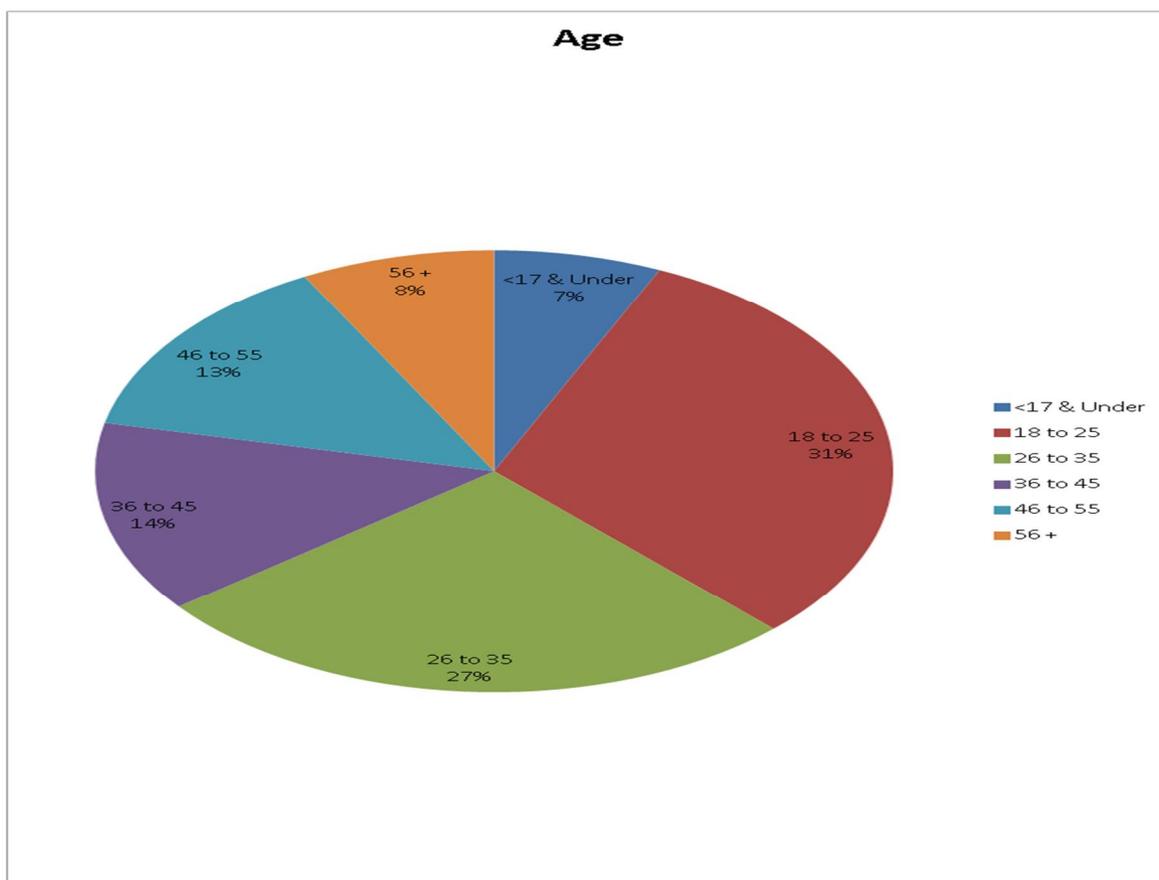


Chart #8- Age / Ethnic Background

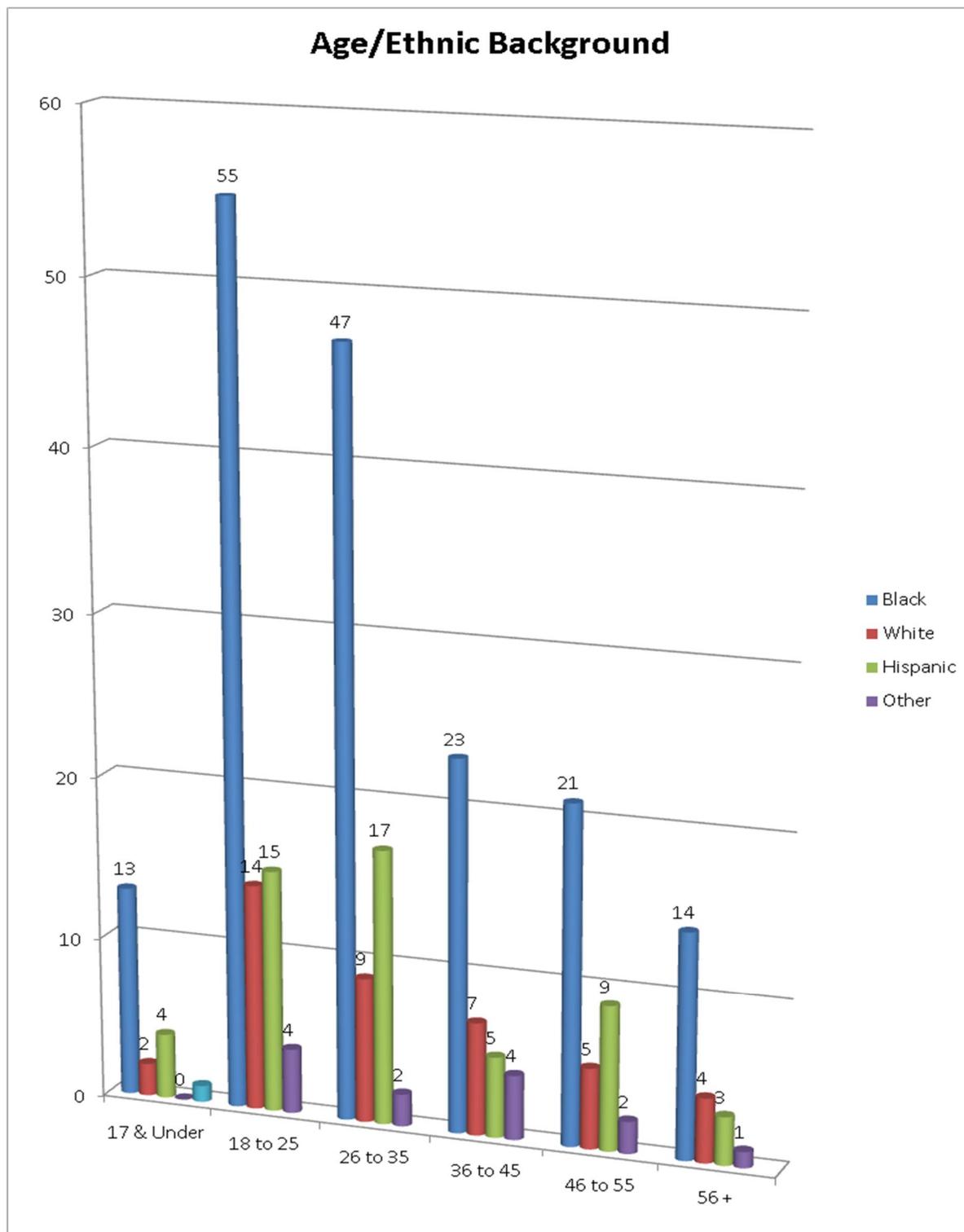
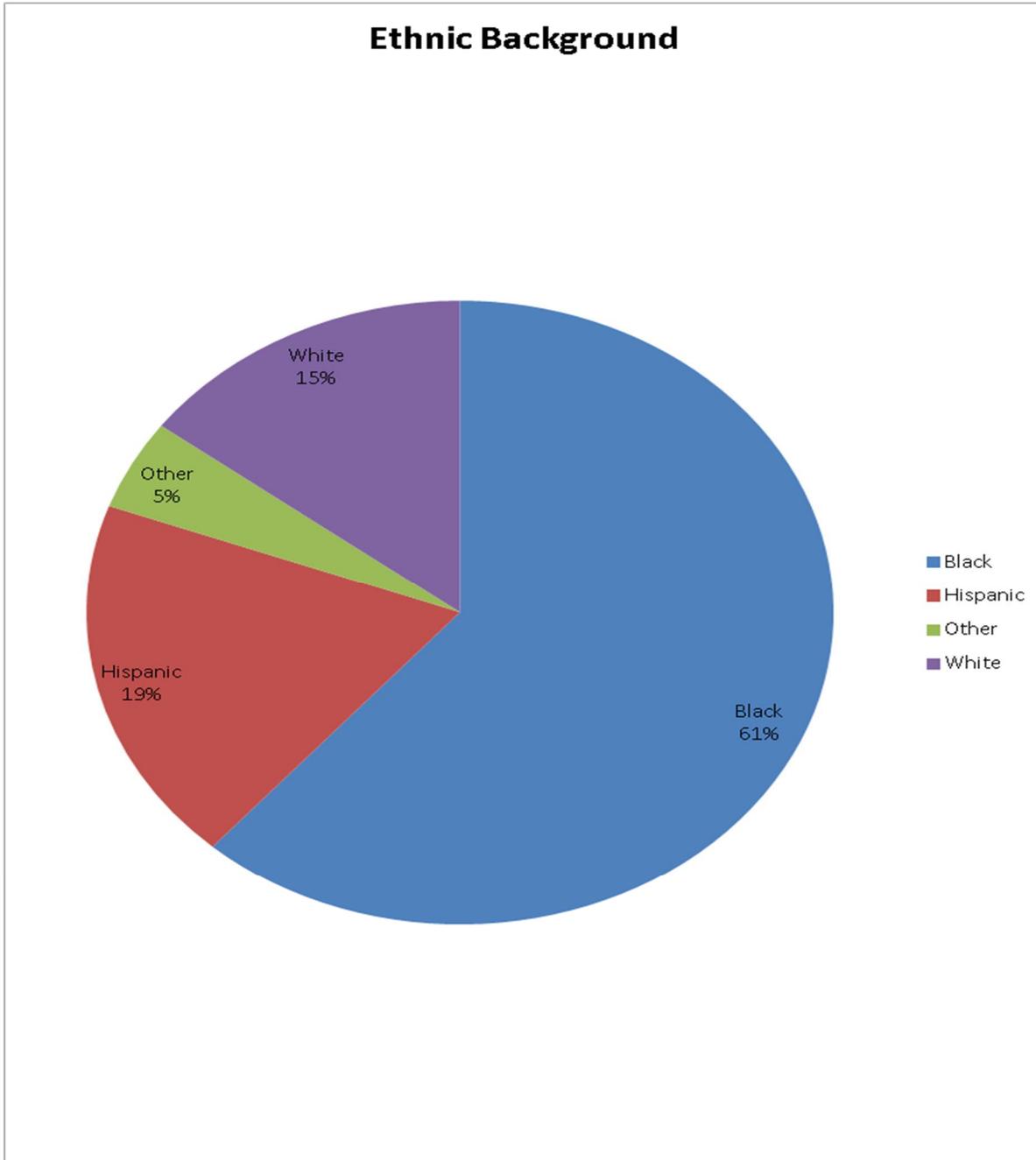


Chart #9 - Ethnic Breakdown



**Chart#10: BART Police Zone Statistics**

Zone	Prohibition Orders Issued	Percentage
Zone 1 (Oakland)	68	24
Zone 2R (Berkeley & West Contra Costa County)	24	8
Zone 2C (East Contra Costa County)	36	13
Zone 3 (South Alameda County)	69	25
Zone 4 (San Francisco County)	70	25
Zone 5 (San Mateo County)	14	5
	<b>281</b>	<b>100</b>

**Chart 11: Breakdown by Zone**

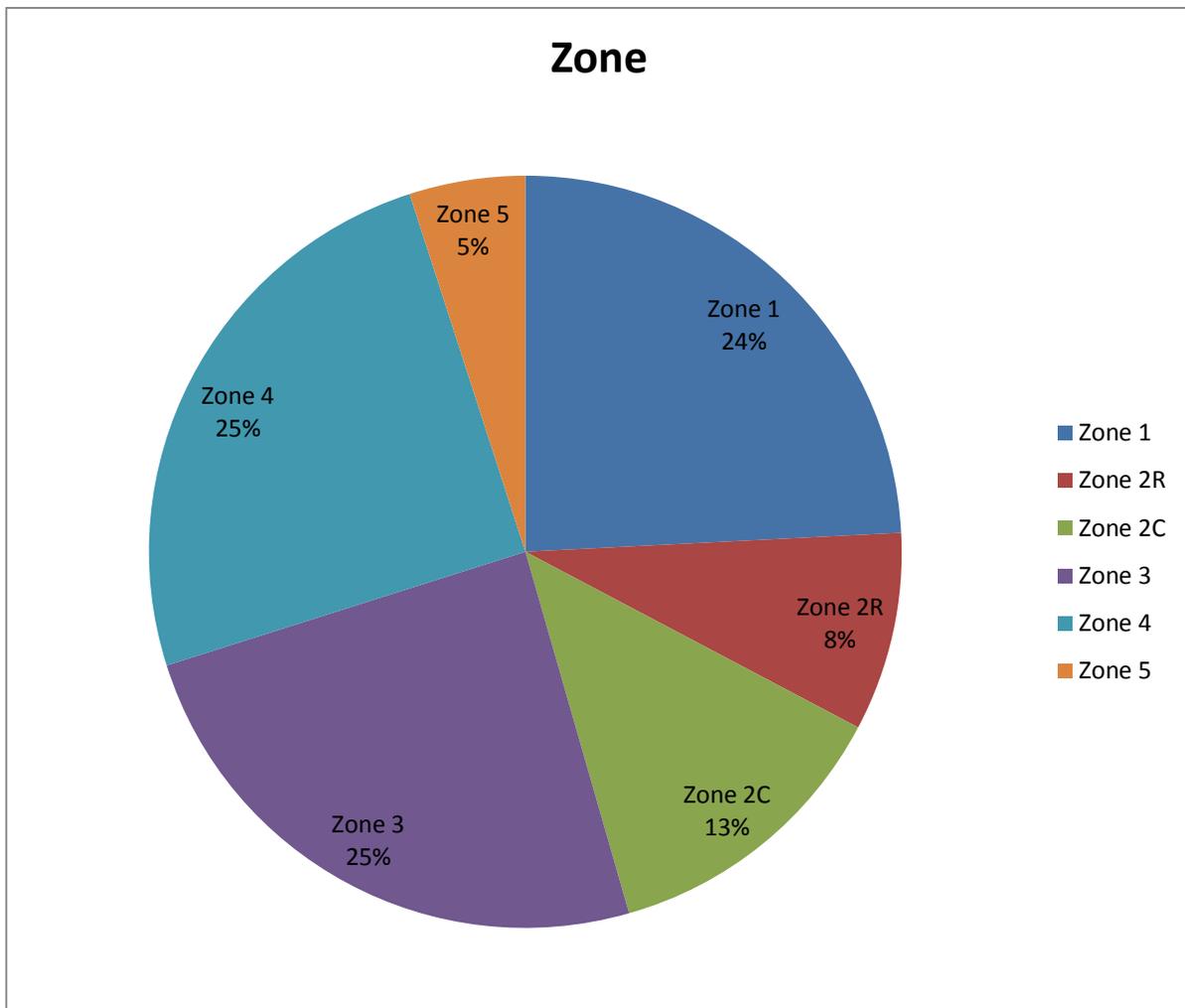


Chart 12: Month by Month breakdown

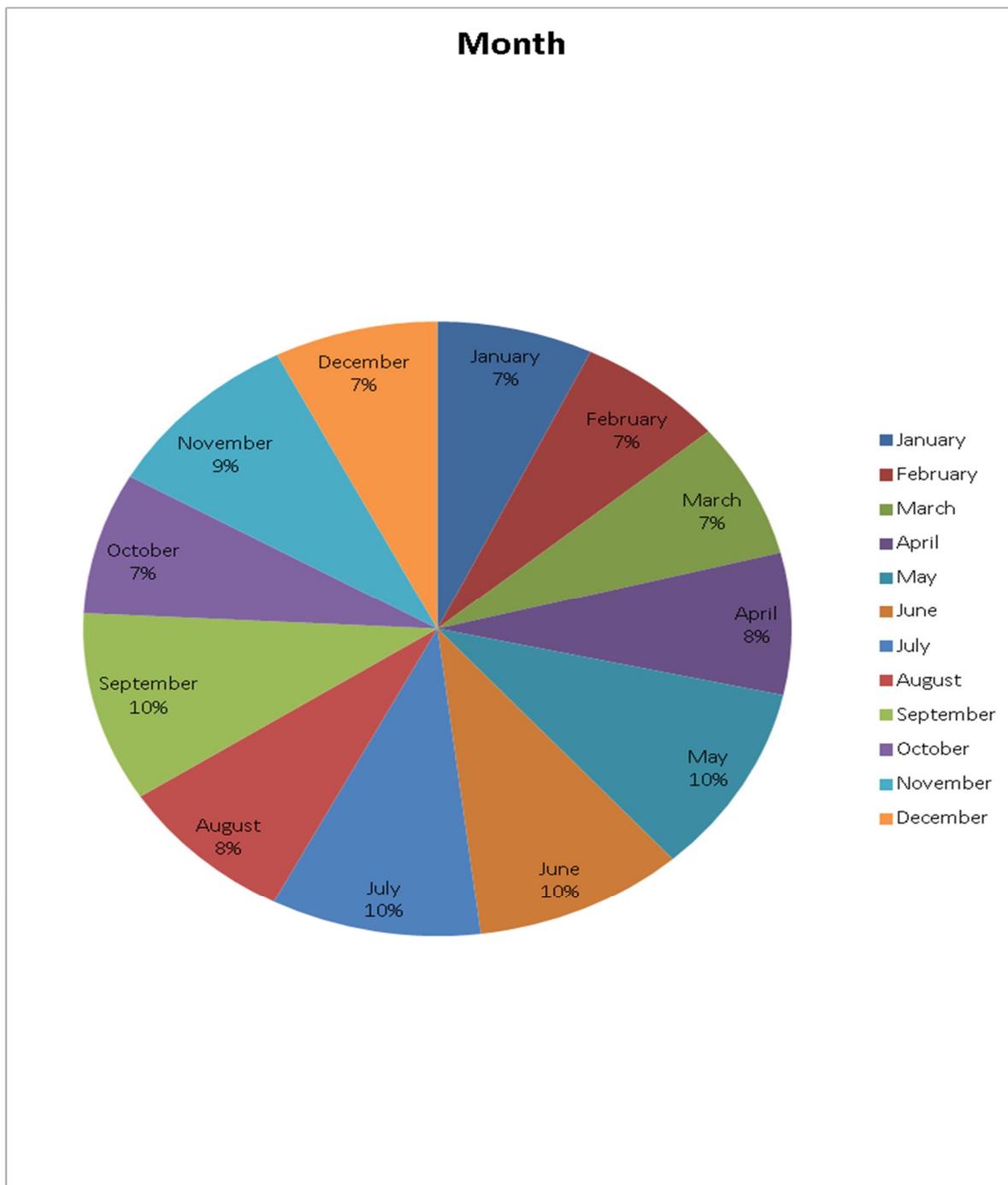


Chart 13: Breakdown per station

Station	Prohibition Orders	Percentage
12 <sup>th</sup> Street (Oakland)	4	2
16 <sup>th</sup> Street (San Francisco)	1	0
19 <sup>th</sup> Street (Oakland)	5	2
24 <sup>th</sup> Street (San Francisco)	4	2
Ashby (Berkeley)	1	0
Balboa Park (San Francisco)	9	3
Bay Fair (San Leandro)	20	8
Berkeley	2	1
Castro Valley	4	2
Civic Center (San Francisco)	19	7
Coliseum (Oakland)	8	3
Concord	14	5
Daly City	7	3
Dublin Pleasanton	7	3
El Cerrito Del Norte	14	5
El Cerrito Plaza	2	1
Embarcadero (San Francisco)	5	2
Fremont	8	3
Fruitvale (Oakland)	15	6
Glen Park (San Francisco)	1	0
Hayward	15	6
Lake Merritt (Oakland)	13	5
MacArthur (Oakland)	10	4
Millbrae	2	1
Montgomery Street (San Francisco)	4	2
North Berkeley	2	1
North Concord	4	2
Orinda	2	1
Pittsburg	4	2
Pleasant Hill	5	2
Powell Street (San Francisco)	26	10
Richmond	4	2
Rockridge (Oakland)	4	2
San Bruno	3	1
San Leandro	7	3
San Francisco Airport	1	0

South Hayward	4	2
South San Francisco	2	1
Union City	3	1
Walnut Creek	6	2
West Dublin	1	0
West Oakland	9	3
<b>42 Stations</b>	<b>281</b>	<b>100</b>

Chart 14: Pie chart per station

