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BART POLICE DEPARTMENT ADMINISTRATIVE HEADQUARTERS (BPD ADMIN HQ) TITLE VI SITING ANALYSIS

SEPTEMBER 2023L

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Introduction

The San Francisco Bay Area Rapid Transit District (BART or District), as a recipient of federal funds, is required by the Federal Transit Administration (FTA) to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” addresses services to those individuals with Limited English Proficiency (LEP).

Federal Transit Administration (FTA) Circular 4702.1B, dated October 1, 2012, entitled *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (Circular), requires that federal funding recipients, such as BART, complete a Title VI equity analysis on the determination of the site or location of facilities. Per 49 CFR Part 21.5(b)(3): “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” In accordance with the Circular, this siting analysis ensures that site or location or facilities is selected without regard to race, color, or national origin.

49 CFR Part 21, Appendix C, section (a)(3)(iv) provides that “[t]he location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” It is noted here that only property currently owned by BART or that would be acquired by BART are considered in this study; in no case would residences or businesses be displaced because of the planned BART Police Department Administrative Headquarters Relocation Project (project).

This report, the BART Police Department (BPD) Administrative Headquarters Title VI Siting Analysis (Siting Analysis), ensures that the proposed site selection for the BART Police Department’s (BPD) new Police Department Administrative Headquarters (Admin HQ) does not have discriminatory effects on minority and low-income populations¹, including the displacement of persons from their residences and businesses. BPD Admin HQ is currently located at 101 8th Street in Oakland (the MET Building), which BART must vacate in 2026 to allow for its planned Transit Oriented Development Project at the site. Therefore, BART plans to relocate the BPD Admin HQ to a more permanent modern facility that better supports BART’s administrative operations and needs for attracting and retaining officers. BART’s Real Estate & Property Development team received three proposals (through a competitive solicitation process) as potential site locations and those locations are the focus of this analysis. This Siting Analysis summarizes the analysis of these locations and incorporates a Title VI assessment to the overall evaluation.

¹ Minority and Low-Income populations are referred to priority or protected populations throughout this report.

Section 1: Background and Project Description

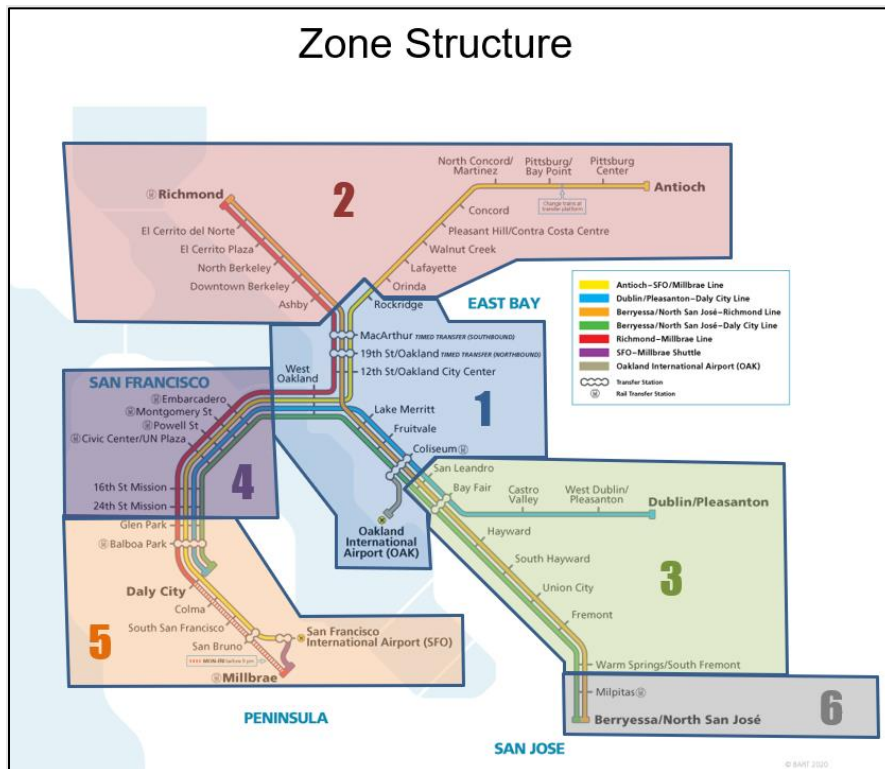
1.1 BACKGROUND

Since 2018, the BART Police Department Administrative Headquarters (BPD Admin HQ) has been located at the MET Building near Lake Merritt Station. BPD Admin HQ currently occupies portions of three floors totaling around 55,000 square feet, and approximately 180 staff and officers report to the facility. The MET Building will eventually be replaced with a mixed-use transit-oriented development project, and the BPD Admin HQ’s location within this facility was always intended as an interim measure while a new permanent facility was sited. The District intends to relocate BPD Admin HQ into a modern facility that supports BART’s need to attract and retain officers and staff that meets seismic requirements and security standards. A target date of 2026 to vacate the MET Building has been set by BART staff.

1.2 PROJECT DESCRIPTION

The new BPD Admin HQ will serve as BART’s systemwide police headquarters, facilitating a range of administrative functions and serving riders from across the BART system with a range of in-person needs. In addition, the BPD Admin HQ programming will also include the system’s Zone 1 patrol unit substation, facilitating local patrol functions for an area covering most of the system located in the City of Oakland. There are five other BPD Zone substations geographically distributed throughout the agencies service area (see Figure 1 for map).

FIGURE 1: MAP OF BART PD ZONE STRUCTURE



BART is exploring three potential site locations for the new BPD Admin HQ in the Downtown Oakland area. The BPD Admin HQ location must be able to accommodate 65,000 to 75,000 square feet, offer sufficient parking and storage, and feature nearby pedestrian access to a BART station that is centralized within the BART system, nearby freeway access for fast police response systemwide, and reasonable travel time to BART headquarters at 2150 Webster Street in Oakland. The location must also meet the stringent physical safety standards required of police headquarters facilities, including Essential Service Facility Standards, maintain accreditation by the Commission on Accreditation for Law Enforcement Agencies (CALEA), ability to sustain uninterrupted 24-hour operation, and secure private access conditions. Overall, the location must allow for build-out and occupancy readiness in 2026. This report will describe the alternative potential site locations and evaluate each site location's impact on protected communities.

Section 2: Title VI Compliance

Per FTA Circular 4702.1B, BART, as a recipient of federal funds, is required to complete a Title VI siting analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. While the siting analysis section of the Circular does not specifically mention low-income populations, it does require that BART “engage in outreach to persons potentially impacted by the siting of facilities.” Following this language and the principles outlined in Environmental Justice Policy Guidance for FTA Recipients FTA Circular 4703.1 and BART's current practices and policies, this report will also conduct an analysis on low-income populations. The Title VI siting analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.

This report determines if the potential sites selected for the new BPD Admin HQ would have a disparate impact on minority populations or place a disproportionate burden on low-income populations. To determine if a disparate impact or disproportionate burden is borne by protected populations, BART will refer to the threshold in its Board adopted Disparate Impact and Disproportionate Burden Policy (DI/DB Policy). BART uses the DI/DB Policy as a measure to determine if fare changes or major service changes result in impacts on protected populations. For new service and new fares, a disparate impact to minority riders or a disproportionate burden on low-income riders will be found if the applicable difference between the proportion of project riders that are protected, and the proportion of protected system-wide riders is equal to or greater than 10%. For the BPD Admin HQ, BART will use this 10% DI/DB threshold to evaluate potential impacts of various siting alternatives on protected populations. BART's DI/DB Policy does not specify a threshold for siting analyses but given a 10% threshold is used for new fares and new service, BART shall apply a 10% threshold for a new site location.

Section 3: Purpose of the Analysis

BART's objectives for this Title VI siting analysis effort are to:

1. Identify the most appropriate location(s) for a resilient, high-functioning BPD Admin HQ.
2. Undertake a review of site locations for the BPD Admin HQ, comparing the conditions of the three potential sites against the conditions of the current site.

3. Review demographic data of each proposed site location to determine if any protected populations (minority and/or low income) would be disparately impacted or disproportionately burdened by the location of the new BPD Admin HQ.
4. Analyze potential adverse impacts and benefits on each proposed site, compare impacts among the sites, and analyze equity impacts of alternative sites. This includes identifying if the alternative site locations result in a displacement of protected populations from their residences and businesses.
5. Incorporate community outreach to help assess proposed site locations.

Section 4: Alternative Sites

This section describes how three alternative sites were identified. Each alternative site was selected based on its alignment with four primary site criteria:

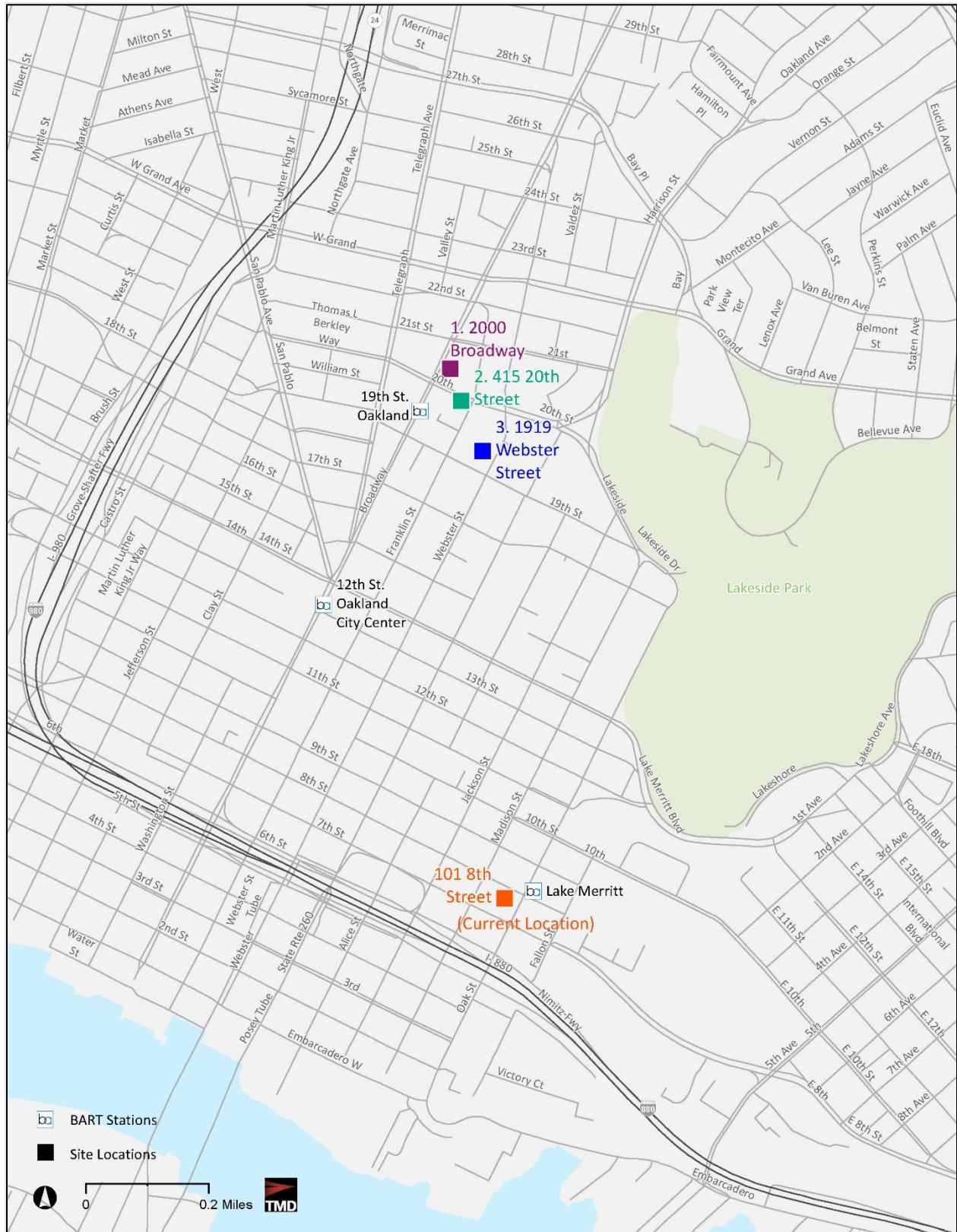
1. Available for Build-Out and Occupancy – Each site can be made ready for occupancy by 2026, which is the deadline for vacating the MET Building location.
2. Proximity – Each site is centrally-located within the BART system and its lines of service within the East Bay, providing pedestrian access to a centralized BART station, convenient freeway access for efficient regional travel response times, and proximity to BART’s main headquarters in Oakland.
3. Appropriately-Sized – Each site accommodates sufficient space for the BPD Admin HQ, including 65,000-75,000 square feet of usable space and appropriate space for parking and storage.
4. Meets Physical Safety Standards and Security Requirements – Each site can meet (or be reasonably retrofitted to meet) necessary essential service facility standards, maintain CALEA accreditation, accommodate 24-hour operation, and allow private and secure access from the street.

4.1 LOCATIONS SELECTED FOR REVIEW

BART Real Estate & Property Development staff engaged professional brokerage services to facilitate a competitive process to assist in identifying potential sites for a new BPD Admin HQ. Completing a Request for Proposals (RFP) process in Summer 2023, BART received complete and timely proposals from property owners for three sites. Each of these properties were found to potentially meet the established site criteria noted previously. In addition, while the BPD Admin HQ could potentially be located anywhere within Zone 1, the three properties submitting complete proposals for the new site are all located in Downtown Oakland within several blocks of 19th St./Oakland BART Station (see Figure 2). This is likely a result of efforts to meet the proximity criteria, as 19th St./Oakland Station utilizes numerous BART lines and is at a central transfer point within the BART system.

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

FIGURE 2: MAP OF PROPOSED SITE LOCATIONS



The three alternative sites are located in a primarily commercial area of downtown Oakland and are all existing office buildings, either vacant or owner occupied with no tenants or other occupancies. The three alternative sites include:

1. 2000 Broadway in Oakland

This 1.36-acre property, which is currently owner occupied but can be vacant by 2024, can readily meet the project delivery schedule and is appropriately sized, featuring a 104,161 square foot office building, inclusive of a subterranean parking level and approximately 105 parking stalls. This location is also adjacent to 19th St./Oakland BART Station, providing almost direct pedestrian access to the BART system. Furthermore, it meets physical safety standards and security requirements, although seismic upgrades are needed to meet requirements for a police station.



2. 415 20th Street in Oakland

This 1.03-acre property, which is currently vacant, can readily meet the project delivery schedule and is appropriately sized, featuring an 82,893 square foot office building and can accommodate approximately 45 parking stalls (with the demolition of an existing annex structure). Furthermore, it is adjacent to 19th St./Oakland BART Station, providing almost direct pedestrian access to the BART system. It also meets physical safety standards and security requirements, although seismic upgrades are needed to be used as a police station.



3. 1919 Webster Street in Oakland

This .6-acre property, which is currently vacant, can potentially meet the project delivery schedule and is appropriately sized, featuring a 74,435 square foot office building and approximately 49 parking stalls. Within three blocks of the 19th St./Oakland BART Station, it provides nearby (but not direct) access to the BART system. It also meets physical safety standards and security requirements, although this location appears to be in poorer condition than the others and likely demands significant seismic upgrades to be used for a police station.



Section 5: Methodology

This section identifies the minority and low-income communities in the project area and the methodology used to assess potential impacts of the BPD Admin HQ site selection on Title VI populations. A ½ mile radius around each proposed site location was drawn – this area is the site study area and used to determine the demographics of each site location. US Census 2021 data that includes 5-Year Estimates (ACSDT5Y2021); Tables B01003, C17002, and C16001 (all block group² level) was used to identify protected populations.

5.1 PROTECTED POPULATIONS DEFINITIONS

For this analysis, BART’s five-county service area definitions and thresholds for minority and low-income populations are used. The definitions and thresholds are described as follows:

- **Minority Definition:** Pursuant to the Circular and Federal guidelines, minority populations are defined as individuals who have identified themselves to be American Indian and Alaska Native; Asian; Black or African American; Hispanic or Latino; or Native Hawaiian or Other Pacific Islander.
- **Low-Income Definition:** BART defines the low-income populations as those who are at or below 200 percent of the poverty level established for households by the Department of Health and Human Services (HHS) poverty guidelines. This assumption is more inclusive of low-income populations, accounting for higher incomes in the Bay Area as compared to the rest of the United States. The 200% threshold is also consistent with the assumptions employed by the Metropolitan Transportation Commission (MTC) in its Plan Bay Area 2050 Equity Analysis Report, issued in 2021. This definition considers both the household size and household income, the combinations of household size and income that are defined as “low-income” are as follows:

TABLE 1: 2021 POVERTY GUIDELINES – FEDERAL* AND THE BART SERVICE AREA

Persons in Family / Household	Poverty Guideline (federal)	200% (BART Service Area Thresholds)
1+	\$12,880	Under \$30k
2+	\$17,420	Under \$40k
3+	\$21,960	Under \$50k
4+	\$26,500	Under \$60k
5+	\$31,040	Under \$70k
6+	\$35,580	Under \$80k

*For the Contiguous States and the District of Columbia
Source: U.S. Department of Health & Human Services

² Block groups generally contain between 600 and 3,000 people, with an optimum size of 1,500 people. There are about 39 blocks per census group. Block groups never cross the boundaries of states, counties, or statistically equivalent entities, except for a block group delineated by American Indian tribal authorities. Each census tract contains at least one block group, and block groups are uniquely numbered within the census tract. A block group is the smallest geographical unit for which the census publishes sample data.

BART's five-county service area populations, based on the thresholds set by BART's Title VI 2022 Triennial Update, as well as US Census 2021 statistics, include:

- Minority Population: 65%
- Low-Income Population: 18%

The City of Oakland's area populations, based on US Census 2021 statistics, include:

- Minority Population: 71%
- Low-Income Population: 30%

5.2 METHODOLOGY

To evaluate impacts on minority and low-income populations, a demographic assessment was conducted using available residential block group data from the US Census. The assessment evaluates whether populations living or working within the project study area of each proposed site location, who may be adversely affected by a BPD Admin HQ facility, are disproportionately minority or low-income.

Description: The Demographic Assessment compares the proportion of minority and low-income populations in each site location's project study area (½ mile radius from each proposed BPD Admin HQ site location) to the minority and low-income populations in the City of Oakland.

Data Used: US Census 2021 5-Year Estimates (ACSDT5Y2021); Tables B01003, C17002, and C16001 (all block group level).

Step 1: Identify the Data Source

US Census 2021 five-year estimates were used to identify minority and low-income populations in each BPD Admin HQ site alternative's project study area. The US Census 2021 estimates provide population and demographic data at the block group level.

Step 2: Determine Project Catchment Area

The project study area for each of the three proposed site locations are shown in Appendix A (minority) and Appendix B (low-income). Consistent with FTA Circular guidance and previous BART siting analysis under the guidance of FTA Circular 4702.1B, a ½ mile radius was drawn around each proposed site alternative location. This ½ mile radius is the project catchment area for each site alternative.

Step 3: Determine the Share of Protected Riders for the Project Catchment Area

For this analysis, BART's five-county service area definitions and thresholds for minority and low-income populations are used. Each block group within the study area was analyzed to determine if the percentage of minority and low-income populations exceeded the five-county service area average based on the minority and low-income population definitions and thresholds defined in Section 5.1. The maps in Appendix A and B display block groups within each proposed site alternative's project study area where the percentage of minority and low-income populations exceeded the five-county service area average.

Step 4: Determine the Share of Protected Populations for Overall BART Ridership

For the new site Demographic Assessment, BART will use the minority and low-income population data for the City of Oakland. According to the US Census 2021, the City of Oakland’s minority population is 71% and its low-income population is 30%.

Step 5: Apply BART’s Disparate Impact and Disproportionate Burden Policy

Pursuant to the FTA Circular, BART must evaluate equity impacts using its DI/DB policy. For new service and new fares, a disparate impact to minority riders or a disproportionate burden on low-income riders will be found if the applicable difference between the proportion of project riders that are protected, and the proportion of protected system-wide riders is equal to or greater than 10%. BART’s DI/DB Policy does not specify a threshold for siting analysis but given that a 10% threshold is used for new fares and new service, BART shall apply a 10% threshold for the BPD Admin HQ siting analysis. A disparate impact to minority populations or a disproportionate burden on low-income populations may be found if the difference is 10% or more.

Step 6: Alternative Measures

If this siting analysis finds that minority populations experience disparate impacts, pursuant to the FTA Circular 4702.1B, BART may proceed with the proposed location of the Project only if BART can show:

- A substantial legitimate justification for locating the Project there exists; and
- There are no alternatives serving the same legitimate objectives that would have a less disparate impact on the basis of race, color, or national origin.

While the Circular does not necessarily outline how to proceed if the assessment finds that low-income populations experience a disproportionate burden from the proposed location of a siting, using language from the FTA Circular 4702.1B (as it applies to low-income populations for fares and service changes), engaging principles from FTA Circular 4703.1 (as they apply to adverse effects on low-income populations), and ensuring consistency with how BART generally analyzes impacts to this protected group, BART should take steps to avoid, minimize, or mitigate these impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the proposed new site.

Section 6: Alternative Site Analysis

This section includes the Title VI demographic analysis for the existing MET Building BPD Admin HQ location, each of the three proposed alternative locations, and the City Oakland as a whole, to evaluate whether the populations living within the project study area of each proposed site location, and which may be adversely affected by a BPD Admin HQ complex, are disproportionately minority or low-income.

As mentioned in Section 4 above, the three alternative locations selected for review against the current MET Building location and the City of Oakland as a whole include:

- 2000 Broadway
- 415 20th Street
- 1919 Webster Street

49 CFR Part 21, Appendix C, section (a)(3)(iv) provides that “[t]he location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” It is noted here that only properties that were proposed by current owners for potential purchase by BART through the RFP process are considered in this study; in no outcome would residences or businesses be displaced because of this project.

6.1 PROJECTED IMPACTED POPULATIONS OF SITES

Table 2 shows the demographic breakdown (minority, low-income) for each proposed site location and the current MET Building site. US Census 2021 data was used to identify low-income and minority populations in each BPD Admin HQ site alternative’s project study area (determined by a ½ mile radius around each site).

TABLE 2: ALTERNATIVES DEMOGRAPHIC SUMMARY

	MET Bldg. (Existing Site)	2000 Broadway	415 20th Street	1919 Webster Street
% Minority	73.4%	66.6%	67.1%	68.3%
% Low Income	34.8%	35.1%	35.2%	35.6%

6.2 DEMOGRAPHIC ASSESSMENT

Pursuant to the Circular, BART must conduct a demographic assessment to evaluate equity impacts of siting a BPD Admin HQ. Using the DI/DB Policy, the demographic assessment determines if minority or low-income populations experience a disproportionate impact from BART locating a BPD Admin HQ facility in each of the site locations. In applying the DI/DB Policy, the determination is made as to whether the difference between the affected area’s protected population share, and overall system’s protected population share exceeds the 10% threshold in the policy. For new site demographic assessment, a disparate impact to minority populations or a disproportionate burden on low-income populations may be found if the difference is 10% or more. In the case of this new site assessment, the overall population value is the City of Oakland’s minority and low-income data. Since all proposed site alternatives are located within the City of Oakland, BART determined this to be the most accurate comparison value as this data is the closest representation of the local community. Tables 3 and 4 show the results of the minority and low-income demographic assessment for the three proposed site alternatives.

TABLE 3: MINORITY POPULATION DEMOGRAPHIC ASSESSMENT

	MET Bldg. (Existing Site)	2000 Broadway	415 20 th Street	1919 Webster Street
½ Mi. % Minority	73.4%	66.6%	67.1%	68.3%
City of Oakland % Minority	71.4%	71.4%	71.4%	71.4%
% Difference	2.0%	-4.8%	-4.3%	-3.1%
Disparate Impact	No	No	No	No

Source: US Census 2021 data

TABLE 4: LOW-INCOME POPULATION DEMOGRAPHIC ASSESSMENT

	MET Bldg. (Existing Site)	2000 Broadway	415 20th Street	1919 Webster Street
½ Mi. % Low Income	34.8%	35.1%	35.2%	35.6%
City of Oakland % Low Income	29.8%	29.8%	29.8%	29.8%
% Difference	5.0%	5.3%	5.3%	5.8%
Disproportionate Burden	No	No	No	No

Source: US Census 2021 data

6.3 SUMMARY OF SITING ANALYSIS

Based on the demographic assessment of each potential BPD Admin HQ location, none of the alternative sites will have a disparate impact on minority populations or a disproportionate burden on low-income populations within the project study areas. Specifically, each of the proposed site alternatives have similar minority populations that are less than that of the City of Oakland and have similar low-income populations that are just over five percent higher than that of the overall city. This indicates that none of the alternative locations’ population average differences exceed the 10 percent threshold as specified in the DI/DB Policy. Additionally, regarding the overall assessment, important to note is that the study areas for each of the three location alternatives are very similar demographically, as they are each located in Downtown Oakland within several blocks of each other. Therefore, each location’s level of potential impact on protected communities, as well as each location’s comparability with the MET Building vicinity and the City of Oakland as a whole, are very similar.

Section 7: Public Participation Report

BART hosted a series of station outreach events at 19th St./Oakland station with informational tables so that staff could interact directly with the public about the proposed BPD Admin HQ relocation and any potential effects it may have on low-income and/or minority communities. In addition, BART hosted an Open House for the public.



FIGURE 3: 19TH ST./OAKLAND BPD ADMIN HQ OUTREACH AUGUST 2023

Members of the public were provided informational double-sided flyers with English on one side, Spanish and Chinese on the other, with a QR code and the hyperlink for the online BART survey: www.bart.gov/BPDSiteSurvey. Taglines in several languages were included on the flyers so that LEP stakeholders could obtain additional information in their preferred language(s).

The survey period began Monday, August 14th, 2023, and ended Monday, August 28th, 2023. Digital surveys were made available to stakeholders in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian. BART sought public input for the BPD Admin HQ relocation at BART outreach events on the following dates and times:

TABLE 5: Dates, Outreach Locations, and Times

Date	Station/Location	Outreach Type	Time
Wednesday, August 16, 2023	19 th St./Oakland	Station	7:00am – 9:30am
Thursday, August 17, 2023	19 th St./Oakland	Station	4:00pm – 7:00pm
Tuesday, August 22, 2023	BHQ	Open House	5:00pm – 7:00pm

By reaching out to the public via outreach events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meeting and email communications, BART received 264 survey responses. The survey asked respondents about the proposed BPD Admin HQ sites, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, and strongly oppose) for the relocation and an open-ended question about how the potential relocation would affect them. Most respondents support the potential relocation of BPD Admin HQ and cited project need, funding, design, safety and police presence and importance of proximity to BART stations/services. If the project moves forward as currently proposed, respondents are in favor of the project and want more information about the details of the project overall.

A summary of the public participation process, survey questions, and all open-ended comments are included in the full Public Participation Report in Appendix D.

Section 8: Non-Equity Project Impacts

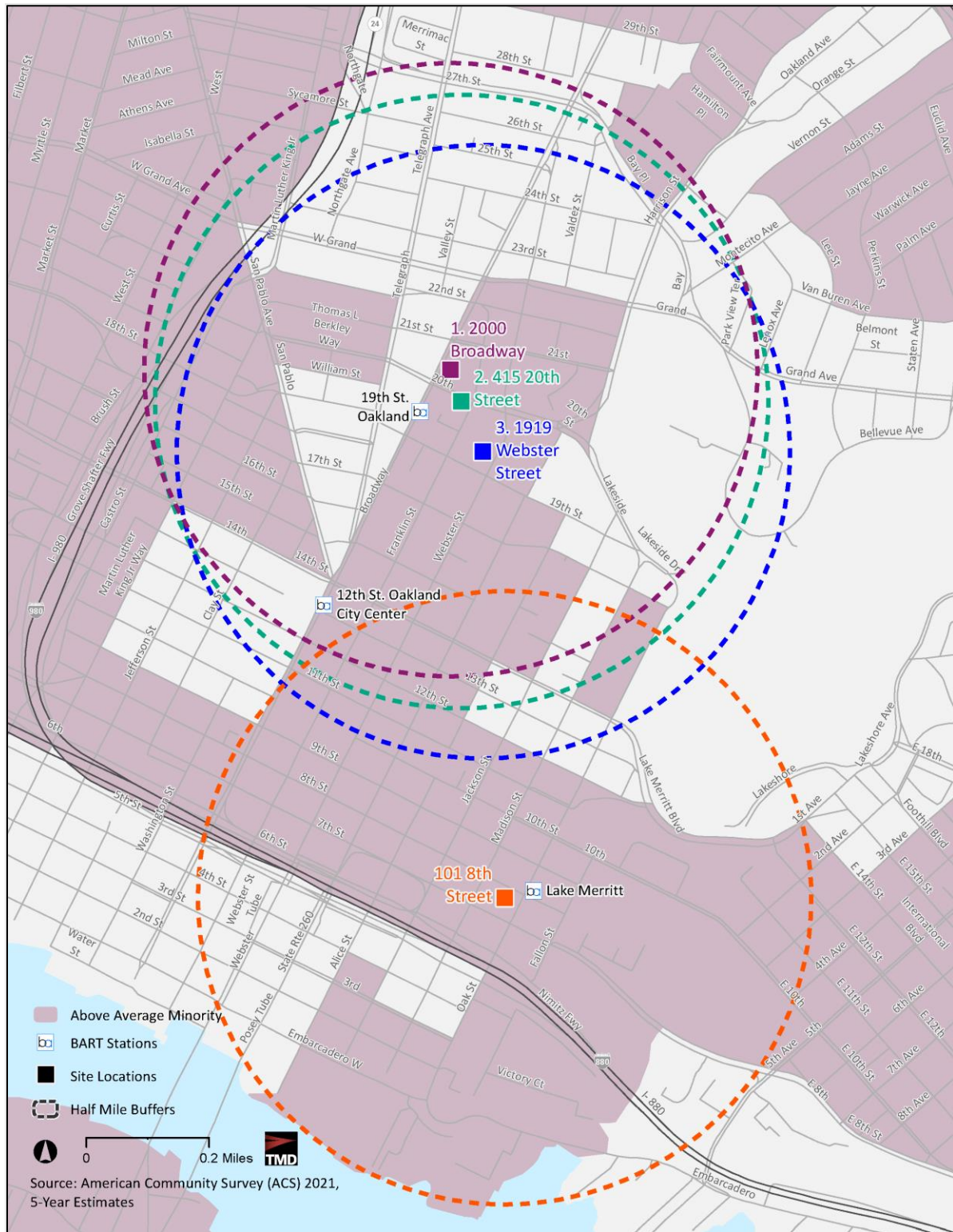
The proposed replacement BPD Admin HQ facility would house key functions of the police department, provide improved public access to police services, and allow for reliable response in the event of a natural disaster or other emergency, because of seismic upgrades, modernization, and efficiencies to be made in key functional areas. The facility operates 24 hours a day, seven days a week with most activity occurring during workday hours. It is not anticipated to significantly increase foot or vehicle traffic in the surrounding area. The new facility would also adhere to BART’s current public art policy creating opportunities to provide for artwork and beautification of public areas at the facility.

Relocating the BART Police Administrative Headquarters to one of the locations identified would provide certain benefits to the surrounding community and BART ridership, as a whole.

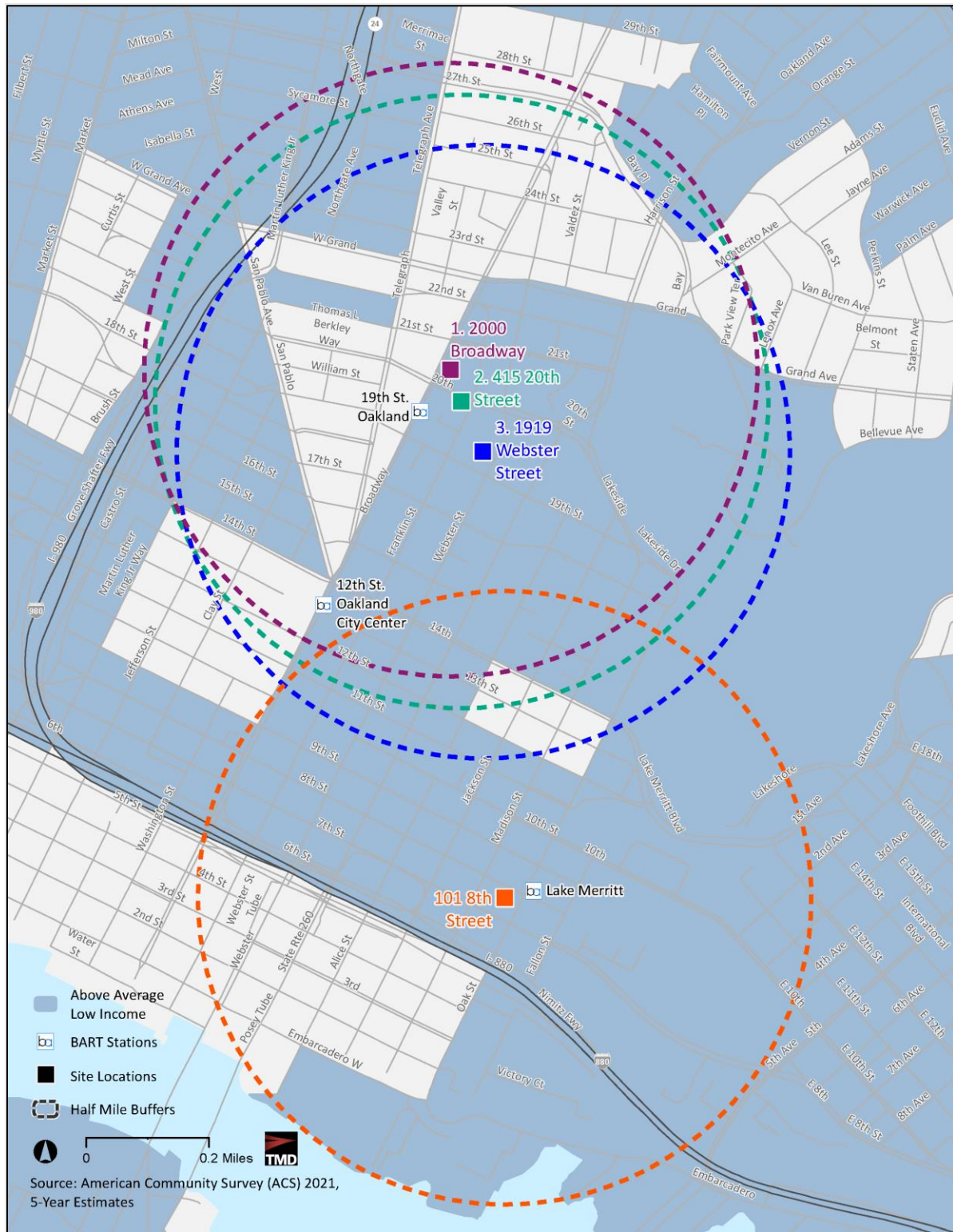
The planned programming for the replacement BPD Administrative Headquarters will include a publicly accessible community room to be utilized by BART and allow for community use, managed by BART. It will also provide for a back-up department emergency operations center, providing redundancy in BART’s system and increased resiliency in the event of the major incident or disaster.

The Project will also adhere to the BART Board adopted Public Art policy and provide opportunities for art to be displayed and enjoyed by the community in the publicly accessible areas of the facility. In addition, the modernized BPD Admin HQ will provide for better access by the public to retrieve personal property and obtain copies of records and other documentation more seamless for the public.

Appendix A – Above Average Minority Population



Appendix B – Above Average Low-Income Population



Appendix C – DI/DB Policy



DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

The Federal Transit Administration (FTA) Title VI Circular 4702.1B requires BART to develop a Disparate Impact and Disproportionate Burden Policy for use in the assessment of proposed Major Service Changes or fare changes.

Statement of Policy:

The purpose of the Disparate Impact and Disproportionate Burden Policy is to establish a threshold that defines when impacts of a Major Service Change (see BART's Major Service Change Threshold) or a fare change result in disproportionate impacts on protected populations or riders, defined as minority¹ or low-income² populations or riders. A finding of disproportionate impacts would determine whether BART may need to take additional steps, as defined in this Policy.

Definitions:

A Disparate Impact refers to a facially neutral policy or practice that disproportionately and adversely affects members of a group identified by race, color, or national origin. A Disproportionate Burden refers to a neutral policy or practice that disproportionately and adversely affects low-income populations. The thresholds, established by this Policy, will be used to assess adverse impacts on protected populations or riders.

Disproportionate Impact:

The following definitions of disproportionate will apply to determine Disparate Impact and Disproportionate Burden on protected populations or riders.

1. For across-the-board fare changes, BART will compare the percent changes in the average fare for protected riders and non-protected riders. A fare change will be

¹ Minority persons: For the purposes of this Policy, Minority persons include the following: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander.

² Low-income person: BART defines low income as 200% of the federal poverty level. This definition takes into account the high cost of living in the Bay Area and is consistent with the Metropolitan Transportation Commission's definition. For reference, this threshold categorizes a four-person household with an annual income under \$47,100 as low income. When compiling information about the low-income populations within the BART service area using census data, this 200% threshold is used. When compiling information specifically about BART riders using survey data, the low-income definition is expanded to include all riders with annual household incomes under \$50,000. This modified definition approximates the 200% threshold definition using existing survey income categories.

considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%.

2. For fare type changes, BART will assess whether protected riders are disproportionately more likely to use the affected fare type or media. Impacts will be considered disproportionate when the difference between the affected fare type's protected ridership share and the overall system's protected ridership share is greater than 10%. When the survey sample size of the ridership for the affected fare type is too small to permit a determination of statistical significance, BART will collect additional data.
3. Adverse effects of a Major Service Change to the existing system are borne disproportionately by protected populations or riders when either (a) the difference between the affected service's protected ridership share and the overall system's protected ridership share is equal to or greater than 5%, or (b) the difference between the percent change in travel times for protected populations or riders is equal to or greater than 5% when compared to the percent change in travel time for non-protected populations or riders.
4. New service and new fares, including for new modes, media, or service, will be considered to have a disproportionate impact when the applicable difference is equal to or greater than 10%.

Cumulative Impacts:

1. The cumulative impacts of similar, major service changes or similar fare changes occurring during a three-year Title VI triennial reporting period will be analyzed as part of an equity analysis.

Finding a Disparate Impact:

Should BART find that minority populations or riders experience disproportionate impacts from the proposed change, BART should take steps to avoid, minimize, or mitigate disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to FTA Circular 4702.1B, BART may proceed with the proposed major service or fare change only if BART can show that:

- A substantial legitimate justification for the proposed major service or fare change exists and,
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on minority populations.

Finding a Disproportionate Burden:

Should BART find that low-income populations or riders experience disproportionate impacts from proposed major service or fare changes, pursuant to FTA Circular 4702.1B, BART should take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by service or fare changes.

Appendix D – Public Participation Report

Title VI Siting Analysis for the BART Police Department Administrative Headquarters (BPD Admin HQ)

PUBLIC PARTICIPATION REPORT

September 2023



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Section 1: Public Participation Purpose

1.1 Purpose

The Federal Transit Administration (FTA) Title VI Circular 4702.1B Title 49 CFR Section 21.9(b)(3) states, “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, “The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.”

To comply with the FTA regulations, BART was required to complete a Title VI siting analysis. As part of that analysis, public outreach was conducted to collect and analyze feedback from potentially impacted protected populations.

Our focus at BART is on public transit and ensuring we provide a safe and reliable transit service accessible to all. We acknowledge the siting of facilities, especially those relating to the BART Police Department (BPD), must be evaluated appropriately. We plan to use FTA Circular 4702.1B, BART’s Disparate Impact/Disproportionate Burden Policy (DI/DB Policy), and BART’s Public Participation Plan as a guide when reviewing or analyzing potential preferred sites for the BART Police Department Administrative Headquarters (BPD Admin HQ), equity facility analyses, or siting analyses are different than a standard Title VI equity analysis regarding data collection and methodology. BART utilized a siting methodology established in 2017 to evaluate the impacts of relocating the BPD Admin HQ on our protected populations.

BART is considering relocating its BPD Administrative HQ. BART conducted public participation/outreach to collect input on the potential preferred location. Staff administered a survey from Monday, August 14, 2023, through Monday, August 28, 2023, and conducted targeted outreach to our priority populations through a joint meeting of the Title VI/Environmental Justice and LEP Advisory Committees on August 16, 2023. OCR staff plans to present and seek the Board of Directors’ approval of the Title VI siting analysis on September 28, 2023.

The following sections describe the outreach and community engagement conducted by BART staff, followed by an analysis of survey responses by protected group. All public comments in this report have been transcribed as written by the respondent with the redacting of any profanity and personal identifying information.

Section 2: Public Participation Process

2.1 Outreach Events

BART hosted a series of informational station outreach events at 19th St./Oakland station with hosted tables so staff could interact directly with the public about the proposed BPD Admin HQ relocation and any potential impacts it may have on low-income and/or minority populations who reside or conduct business in the area. In addition, BART staff hosted a public informational open house.

Members of the public were provided double-sided informational flyers with English on one side, Spanish and Chinese on the other, with a QR code and the hyperlink for the online BART survey: www.bart.gov/BPDSiteSurvey. Taglines in several languages were included on the flyers so that LEP stakeholders could obtain additional information in their preferred language(s).

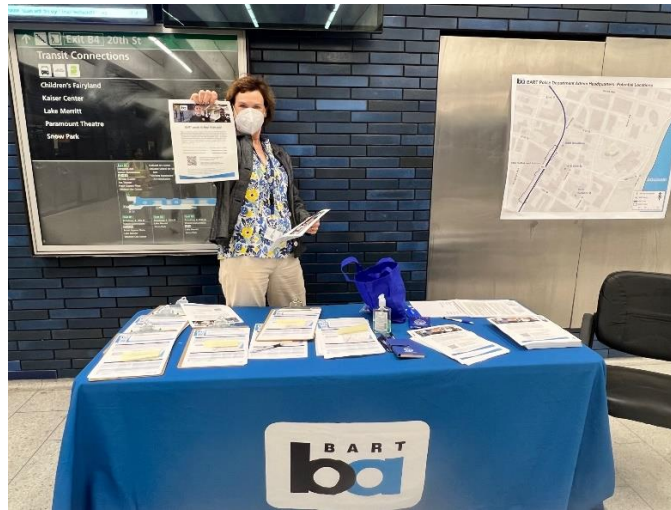
The survey period began Monday, August 14th, 2023, and ended Monday, August 28th, 2023. Digital surveys were made available to stakeholders in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian. Printed surveys in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian were also made available for those members of the public who preferred to complete the survey in-person.

BART sought public input for the BPD Admin HQ relocation at BART outreach events on the following dates and times:

Table 2-1: Dates, Outreach Locations, and Times

Date	Station/Location	Outreach Type	Time
Wednesday, August 16, 2023	19 th St./Oakland	Station	7:00am – 9:30am
Thursday, August 17, 2023	19 th St./Oakland	Station	4:00pm – 7:00pm
Tuesday, August 22, 2023	BHQ	Open House	5:00pm – 7:00pm

19th St./Oakland BPD Admin HQ Outreach August 2023



2.2 Publicity

The outreach events and survey were publicized through print and digital methods. BART staff worked to ensure all available information related to the proposed BPD Admin HQ relocation and the survey was available to stakeholders in multiple languages. The next sections describe how BART advertised outreach events and the survey link.

2.2.1 Multilingual Newspaper Ads

Multilingual newspaper/media ad placements with readership covering BART's five-county service area were placed prior to and during outreach. The ads ran several times (depending on the newspaper's publication schedule) and advertised the upcoming outreach events and a QR code and hyperlink to the BART survey. The following newspaper publications had ads placed. Copies of some ads can be found in Appendix PP-D.

- La Opinión de la Bahía (Spanish)
- Visión Hispana (Spanish)
- Viet Nam Daily News (Vietnamese)
- Korea Times & Daily News (Korean)
- Sing Tao Daily (Chinese)
- World Journal (Chinese)

2.2.2 BART Advisory Committees

BART distributed information on the outreach events and survey link, which was available online in English, Spanish, Chinese, Vietnamese, Korean, Tagalog, and Russian. to the Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees to distribute to the communities they serve.

2.3 Title VI/Environmental Justice and Limited English Proficiency Advisory Committees

BART staff presented the proposed BPD Admin HQ relocation to BART's Title VI/EJ and LEP Advisory Committees. The joint meeting was held Wednesday, August 16, 2023, from 2:00 pm – 4:00 pm via Zoom. The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

The Title VI/EJ Advisory Committee consists of members of community-based organizations (CBOs) and ensures that BART is taking reasonable steps to incorporate Title VI and EJ Policy principles in its transportation decisions. The LEP Advisory Committee, which also consists of members of CBOs, assists in the development of BART's language assistance measures, and provides input on how BART can provide programs and services to customers, regardless of language proficiency.

At the meeting, Committee members expressed a desire to participate in the survey and provide detailed feedback regarding the proposed BPD Admin HQ relocation.

Section 3: Outreach Results

3.1 Title VI Outreach Surveys

These public outreach efforts received 264 survey responses. This survey serves as the dataset for this analysis and all uses of the generic term “survey” in this report refers to the August 2023 BART Police Department Admin HQ Site Selection Survey. The survey was designed for quantitative and qualitative input to hear from community members, particularly priority stakeholders. It was open to everyone to complete and did not rely on a random sampling methodology. As such, these survey results cannot be projected to the overall population and statistical calculations such as margins of error cannot be computed.

97% of the surveys received during the open survey period were completed online. Table 3-1 provides the breakdown of where and how many surveys were received.

Table 3-1

Location	No. of Surveys Collected
Online	257
In Person	7
<i>Total Surveys Received</i>	264

3.2 Survey Demographic Data

Table 3-3 provides a demographic breakdown of all survey respondents.

3.2.1 Minority

A “White/non-minority” classification refers to those respondents who self-identified as “White.” A “minority” classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. According to 2022 Customer Satisfaction Survey responses, 67% of BART riders identified as “minority.”

3.2.2 Income

Consistent with BART’s Title VI Triennial Program standards, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region’s higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income of

respondents to the 2022 Customer Satisfaction Survey. The household size and household income combinations that comprise “low-income” are as follows:

Table 3-2

LOW INCOME	
Household Size	Household Income
1+	Under \$30k
2+	Under \$40k
3+	Under \$50k
4+	Under \$60k
5+	Under \$70k
6+	Under \$80k

For example, a household of two or more people with an income of \$35,000 would be considered low-income. According to 2022 Customer Satisfaction Survey responses, 29% of BART riders identified as low income.

Table 3-3 Survey Demographic Summary: All Respondents (N=242/233)

/Minority Status	89% of survey respondents answered this question	Sample Size
Minority	51%	124
White/Non-Minority	49%	118
Total responses	100%	242
Ethnicity	89% of survey respondents answered this question	Sample Size
White	49%	118
Black/African American	9%	22
Asian or Pacific Islander	22%	54
American Indian	1%	2
Hispanic, Latino, or Spanish	14%	35
Other or multi-racial, non-Hispanic	5%	11
Total responses	100%	242
Low-income Status	91% of survey respondents answered this question	Sample Size
Low-income	5%	12
Non-low income	95%	221
Total responses	100%	233
Annual household income		Sample Size
Under \$30,000	2%	5
\$30,000 - \$39,999	2%	4
\$40,000 - \$49,999	2%	4
\$50,000 - \$59,999	2%	5
\$60,000 - \$69,999	3%	6
\$70,000 - \$79,999	6%	14
\$80,000 - \$99,999	8%	19
\$100,000 - \$149,999	21%	49
\$150,000 - \$199,999	19%	44
\$200,000 and over	36%	85
Total responses	100%	235

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

***The sample size for annual household income exceeds the sample size for income status since both household size and annual household income are required to determine income status and, therefore, there were fewer surveys that responded to both questions.

Section 4: Public Comment Overview

4.1 Overview

By reaching out to the public via outreach events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meeting and email communications, BART received 264 survey responses. The survey asked respondents about the proposed BPD Admin HQ sites, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, and strongly oppose) for the relocation and an open-ended question about how the potential relocation would affect them. All open-ended comments have been categorized, sorted, and color-coded by level of support in Appendices PP-B.

4.2 Public Comment Grouping Analysis: General Methodology

While comments can be thematically categorized, any numerical analysis or reporting should be done with caution as the Title VI BPD Site Survey does not employ a random sampling methodology and comment grouping is subjective. Categorizing the comments, provides a general understanding of the points survey respondents wished to communicate. See Sections 5-7 for more detailed information on the grouping methodology.

Section 5: BART Police Department (BPD) Admin HQ Site Selection Survey

5.1 BART Police Department (BPD) Admin HQ Site Selection Survey Questions

Question 1-2 of the BART Police Department (BPD) Admin HQ Site Selection Survey asked respondents to indicate the level of importance for the various site criteria and choose which location they preferred based on the provided criteria.

Question 1: Which of the following BART Police Department Administrative Headquarters’ (BPD Admin HQ) attributes are most important to you? Please rate each one on a scale of 1 – 5, where 1 is “not important” and 5 is “extremely important.”?

	1 (not important)	2	3	4	5 (extremely important)
Accessibility for the public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimal impact on traffic in surrounding area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased police presence in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved neighborhood safety (in the area)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proximity to BART Station(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public art & Aesthetics (how BPD HQ looks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accessible Community Room (for public gatherings/events)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

225 – 240 respondents chose to provide feedback on these criteria, which is approximately 85% – 91%.

Question 2: Overall, which location do you prefer for the BART Police Department's Admin. Headquarters?

- 2000 Broadway**
- 415 20th St.**
- 1919 Webster St.**
- No preference**

258 respondents or 98% elected to provide an answer to this question. There was a clear public preference for 2000 Broadway as 63% of respondents selected that location.

Questions 3– 4 of the BART Police Department (BPD) Admin HQ Site Selection Survey asked respondents to choose a level of support for the proposed BPD Admin HQ relocation and provide comments on how the potential relocation would impact them.

Question 3: Do you support or oppose these proposed changes to BART's parking rates?

- Strongly support**
- Somewhat support**
- Neutral**
- Somewhat oppose**
- Strongly oppose**

Of the 264 surveys received, 259 survey respondents chose to answer this question, which is approximately 98% of all respondents.

Question 4: Do you have any comments about these potential locations for the BART Police Department Administrative Headquarters?

78 respondents, or approximately 30%, provided a comment on how this proposed change would impact them. The grouping methodology for this third question is described in Section 5.4 below.

5.2 Question 1: Summary of Important Criteria

5.2.1 Summary of Responses by Minority Status

Table 5-1 to 5-7 show there were three key criteria respondents felt were extremely important: increased police presence in the area, improved neighborhood safety, and proximity to BART station(s). A greater percentage of minority respondents, 50%, 67%, and 51% respectively indicated these three criteria to be extremely important. Non-minorities on the other hand indicated these same criteria were extremely important, but with 39%, 51%, and 30% respectively doing so.

Table 5-1 Accessibility for the Public (n=225)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	14	9	19	24	48	114
%	12%	8%	17%	21%	42%	100%
	TOTAL NOT IMPORTANT	23 20%		TOTAL IMPORTANT	72 63%	
White / Non-Minority	12	11	28	28	32	111
%	11%	10%	25%	25%	29%	100%
	TOTAL NOT IMPORTANT	23 21%		TOTAL IMPORTANT	60 54%	
TOTAL	26	20	47	52	80	225
%	12%	9%	20%	23%	36%	100%
	TOTAL NOT IMPORTANT	46 21%		TOTAL IMPORTANT	132 58%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-2 Minimal Impact on Traffic in Surrounding Area (n=238)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	23	14	27	22	36	122
%	19%	11%	22%	18%	30%	100%
	TOTAL NOT IMPORTANT	37 30%		TOTAL IMPORTANT	58 48%	
White / Non-Minority	26	20	35	17	18	116
%	22%	17%	30%	15%	16%	100%
	TOTAL NOT IMPORTANT	46 39%		TOTAL IMPORTANT	35 31%	
TOTAL	49	34	62	39	54	238
%	23%	14%	25%	16%	22%	100%
	TOTAL NOT IMPORTANT	83 37%		TOTAL IMPORTANT	93 38%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-3 Increased Police Presence in the Area (n=240)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	6	10	19	20	69	124
%	5%	8%	15%	16%	56%	100%
	TOTAL NOT IMPORTANT	16 13%		TOTAL IMPORTANT	89 72%	
White / Non-Minority	11	6	26	28	45	116
%	9%	5%	22%	24%	39%	100%
	TOTAL NOT IMPORTANT	17 14%		TOTAL IMPORTANT	73 63%	
TOTAL	17	16	45	48	114	240
%	7%	7%	18%	21%	48%	100%
	TOTAL NOT IMPORTANT	33 14%		TOTAL IMPORTANT	162 69%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-4 Improved Neighborhood Safety (n=240)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	3	5	13	19	83	123
%	2%	4%	11%	15%	67%	100%
	TOTAL NOT IMPORTANT	8 6%		TOTAL IMPORTANT	102 82%	
White / Non-Minority	6	7	16	28	60	117
%	5%	6%	14%	24%	51%	100%
	TOTAL NOT IMPORTANT	13 11%		TOTAL IMPORTANT	88 75%	
TOTAL	9	12	29	47	143	240
%	3%	5%	12%	20%	60%	100%
	TOTAL NOT IMPORTANT	21 8%		TOTAL IMPORTANT	190 80%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-5 Proximity to BART Station(s) (n=239)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	8	4	21	28	63	124
%	6%	3%	17%	23%	51%	100%
	TOTAL NOT IMPORTANT	12 9%		TOTAL IMPORTANT	91 74%	
White / Non-Minority	12	2	18	26	57	115
%	10%	2%	16%	23%	50%	100%
	TOTAL NOT IMPORTANT	14 12%		TOTAL IMPORTANT	83 73%	
TOTAL	20	6	39	54	120	239
%	9%	3%	16%	22%	50%	100%
	TOTAL NOT IMPORTANT	26 12%		TOTAL IMPORTANT	174 72%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-6 Public Art & Aesthetics (How BPD Admin HQ Looks) (n=239)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	30	19	30	19	24	122
%	25%	16%	25%	16%	20%	100%
	TOTAL NOT IMPORTANT	49 41%		TOTAL IMPORTANT	43 36%	
White / Non-Minority	28	16	39	21	13	117
%	24%	14%	33%	18%	11%	100%
	TOTAL NOT IMPORTANT	44 38%		TOTAL IMPORTANT	34 29%	
TOTAL	58	35	69	40	37	239
%	26%	14%	28%	17%	15%	100%
	TOTAL NOT IMPORTANT	93 40%		TOTAL IMPORTANT	77 32%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

Table 5-7 Accessible Community Room (for Public Gatherings/Events) (n=238)

	1 (not important)	2	3 (neutral)	4	5 (extremely important)	Total
Minority	27	22	35	21	18	123
%	22%	18%	28%	17%	15%	100%
	TOTAL NOT IMPORTANT	49 40%		TOTAL IMPORTANT	39 32%	
White / Non-Minority	28	24	38	15	10	118
%	24%	21%	33%	13%	9%	100%
	TOTAL NOT IMPORTANT	52 45%		TOTAL IMPORTANT	25 22%	
TOTAL	55	46	73	36	28	238
%	24%	20%	29%	15%	12%	100%
	TOTAL NOT IMPORTANT	101 44%		TOTAL IMPORTANT	64 27%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.2.2 Summary of Responses by Income Status

A total of 12 respondents identified themselves as low-income on the BART Police Department (BPD) Admin Site Selection survey. This number is too small to draw statistically impactful conclusions. Additionally, the small sample size makes evaluation of this component ineffective.

5.3 Question 2: Summary of Preferred Site

5.3.1 Summary of Responses by Minority Status

Table 5-8 highlights the range of preference amongst the potential site locations. 242 or approximately 92% of survey respondents answered this question. One potential site was clearly favored by survey respondents. In

fact, that location was favored by minority and non-minority respondents similarly at 60% and 65% respectively. The overwhelming preferred site location was 2000 Broadway.

Table 5-8 Preferred Location (n=242)

	2000 Broadway	415 20 th St.	1919 Webster St.	No Preference	Total
Minority	75	18	8	23	124
%	60%	15%	6%	19%	100%
White / Non-Minority	77	13	6	22	118
%	65%	11%	5%	19%	100%
Total	152	31	14	45	242
%	63%	12%	6%	19%	100%

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.3.2 Summary of Responses by Income Status

A total of 12 respondents identified themselves as low-income on the BART Police Department (BPD) Admin Site Selection survey. This number is too small to draw statistically impactful conclusions. Additionally, the small sample size makes evaluation of this component ineffective.

5.4 Question 3: Summary of Levels of Support

5.4.1 Summary of Responses by Minority Status

Table 5-9 shows significantly fewer respondents (8%) opposed the BPD Admin HQ relocation compared to those who supported it (62%) with 31% of the remaining respondents as neutral. While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of White/non-minority respondents support the proposed relocation (65%) than minority respondents (59%), and a similar proportion opposed it (8%) compared to White respondents (7%).

Table 5-9 Summary of Responses by Minority Status (n= 242)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Total
Minority	5	5	41	20	53	124
%	4%	4%	33%	16%	43%	100%
	TOTAL OPPOSE	10 8%		TOTAL SUPPORT	73 59%	
White / Non-Minority	6	2	34	15	61	118
%	5%	2%	29%	13%	52%	100%
	TOTAL OPPOSE	8 7%		TOTAL SUPPORT	76 65%	
TOTAL	11	7	75	35	114	242
%	5%	3%	31%	14%	48%	100%
	TOTAL OPPOSE	18 8%		TOTAL SUPPORT	149 62%	

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

5.4.2 Summary of Responses by Income Status

A total of 12 respondents identified themselves as low-income on the BART Police Department (BPD) Admin Site Selection survey. This number is too small to draw statistically impactful conclusions. Additionally, the small sample size makes evaluation of this component ineffective.

5.5 Question 4: Summary of Impacts (Public Comments)

5.5.1 Methodology

As noted above, the fourth question designed to evaluate the impacts of the proposed BPD Admin HQ relocation was an open-ended question that asked respondents if they had any comments on how the proposed relocation would impact them. Staff reviewed these responses for their indicated level of impact and grouped them into the following categories:

Table 5-10 Question 10 Grouping Methodology

	Safety and Police Presence	Survey respondent commented on whether or not additional safety features and/or police presence are needed.
	Importance of Proximity to BART Station/Service	Survey respondent indicated that location near BART station/service is important to consider.
	Project Need, Funding, Design	Survey respondent commented on the need and feasibility of the project, including resources, funding, and design elements.
	General BART Comments	Survey respondent provided general comments about BART operations or service.
	No Comment	Survey respondent did not respond or responded with “no comment” or something similar.

74 out of 264 survey respondents answered Question 4. Table 5-11 shows the breakdown of those who chose to comment.

5.5.2 Summary of Impact Responses by Minority Status

**Table 5-11 Summary of Responses by Minority Status
(Public Comments, n=78)**

	Safety and Police Presence	Importance of Proximity to BART Station/Service	Project Need, Funding, Design	General BART Comments	Total
Minority	8	8	15	1	32
%	25%	25%	47%	3%	100%
White/Non-Minority	10	10	13	1	34
%	29%	29%	38%	3%	100%
Unknown	4		4		8
%	50%		50%		100%
TOTAL	22	18	32	2	74
%	30%	24%	43%	3%	100%

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys.

**Unknown respondents were those who elected not to answer the question pertaining to race/ethnic identification.

Table 5-11 shows that, of those respondents who chose to comment on the impacts of the relocation, the largest proportions indicated the project's justification, funding, and design were aspects they wanted more information about (43%) or they provided remarks pertaining to how safety and police presence would be affected by the project (30%). An additional 24% mentioned the potential locations proximity to BART stations and services, while only 3% provided general comments about BART. White respondents were slightly more likely to provide remarks about safety and police presence (29%) as well as BART station/services proximity comments (29%).

5.5.3 Summary of Impact Responses by Income Status

A total of 12 respondents identified themselves as low-income on the BART Police Department (BPD) Admin Site Selection survey. This number is too small to draw statistically impactful conclusions. The small sample size makes evaluation of this component ineffective.

5.6 Question 4: Public Comments

The next sections provide sample comments on the impacts of the proposed BART Police Department (BPD) Admin facilities by level of support from protected population respondents. Appendix PP-B contains all comments received.

5.6.1 Oppose

Minority Respondents or Low-Income Respondents

- *If they are near prominent areas, the public who are impacted should have some form of benefits. Free youth wifi onsite, free community events, mental health support, etc.*
- *This feels like a waste of taxpayer money when BART is already having financial challenges. Stop pushing an unnecessary vanity project and patrol the trains.*
- *A cheaper location would be best, considering how Bart continues to increase fares. Wouldn't want to force commuters to pay for an out of budget building lease.*
- *Prefer location to be furthest from station to reduce impact of construction of parking spaces on passengers.*
- *Only the 2000 Broadway location has enough parking for department vehicles and employee vehicles. Although any building bordering Broadway is a poor choice due to protests, parades or other events on Broadway. Access to the building, even from the back, will be nearly impossible under those circumstances. At the two other locations employees would be forced to pay to park on the streets or a nearby parking lot. Not conducive for employees that work swing shift that may have to go and move their vehicles into the parking lot once enough people go home. Certainly not*

enough parking for a special event for employees and extra department vehicles. Dept vehicles will take up street parking for blocks. The parking lots at any of the buildings need to be secure enough for civilian employees to be safe to report to work for midnight shift (2000 or 2200) or get off work at 2200/0000 hours. Unsafe conditions or difficult parking conditions could affect future recruitment for those positions. Back up power would be needed at any location.

- *For Oakland in general there's barely any parking. Concord seems like a decent place.*

Non-Minority or Not Low-Income Respondents

- *I don't think BART should move at this time. You are already in a deficit. Relocating should not be a priority. However, it's presented as though you have made a decision to move. Any location should include parking for the public.*
- *BART police should not waste taxpayer money on real estate, and should choose the most economical option instead of pretending that public art will change the public's perception of their practices targeting low income people on public transit.*
- *These locations are likely to be more costly than other locations in the Bay Area.*
- *I do not believe increased police presence contributes to public safety.*
- *I generally dislike police and am concerned that any additional police presence in uptown or downtown Oakland will result in a threat to unhoused people's safety, the safety of Black community members, and the safety of people experiencing psychiatric episodes.*
- *BART Police headquarters should be located at West Oakland where officers can more easily board trains bound for San Francisco, instead of 19th St, which has 1/2 has many trains that go to SF.*

5.6.3 Support

Minority Respondents or Low-Income Respondents

- *Ideally, the selection of any of these three (3) sites will result in job creation or increased business activity in the area.*
- *Consider the future in your site selection. Going green is not only good for the environment, but also for budgets as well. What's the feasibility of landlord installing solar panels? Is there space to incorporate EV charges for BPD or POV vehicles? Is the location bike friendly for BPD staff and the public?*
- *Is there a reason why BART Police HQ needs a dedicated parking lot in downtown Oakland? It seems like a poor use of land to prevent redevelopment of a surface parking lot for the duration of the lease (10-25 years?). Could BART PD rely on existing underground parking or parking structures nearby? Also, I hope that parking is only provided for department owned vehicles and not for staff parking. Employees should be encouraged to take transit to work or to pay for parking vs. providing free parking to employees.*

- *Increased, visible police presence in Uptown will at least make people here feel safer. Hopefully deter crime, which appears out of control.*
- *I have a direct view of 1919 Webster. However, I'm concerned about it changing the atmosphere of the blocks on Webster between 20th and 17th. They are actually quiet and free of a lot of foot traffic on weekends. I feel the police station may bring more negative activity. I use 19th BART and welcome you wherever you end up. That's my two cents. Stay safe and thank you for your service.*
- *Need more police presence at downtown Oakland stations.*
- *I prefer that it's closest to BART Head Quarters.*
- *I appreciate that BART police will be able to commute to work via BART. BART Police Officers should also be BART riders.*

Non-Minority or Not Low-Income Respondents

- *The 2000 Broadway location seems the best on paper - but do we want another police station on Broadway (look at OPDs further down Broadway). It is something to consider, it would be located directly across from late night entertainment venues. I think one block removed from the main street would be preferable in my opinion.*
- *Is there a building that would work in the middle of 12th and 19th street BART? The three proposed locations are north of 19th Street. Maybe moving south a few blocks would allow police to cover more stations.*
- *A more secure and accessible employee parking area needs to be addressed. Employees who work evening hours are forced to walk to the parking lot under the freeway during the night, which is unsafe. The parking area should be staffed with security personnel or a gate to limit access to unauthorized individuals. A gym or weight room should also be considered with showers and locker room. With employees working different hours, it would be beneficial to have a work out room without having to deal with driving to a gym after or before work.*
- *19th St. Oakland is such an important station and I use it all the time. There is frequent fare evasion, foul behavior including rants of insults, drug abuse in the station, littering, begging, and more. You need a much stronger police presence in and around the station.*
- *This area has serious safety issues, and the police should be located where the greatest need exists for public safety. City officials should know this and make the necessary decisions.*
- *Yes, the reason I strongly support to have BART Police Admin HQ is for safety issue. I have fear travelling and taking BART daily especially at night and weekends where there's limited crowds around. I hope you highly considering the idea that's why maybe you are doing this survey.*
- *2000 Broadway seems best for a lot of reasons, including proximity to a system entrance and existing parking. 415 20th is a good site for future transit-oriented development so it shouldn't be taken for BART Police. I'm not familiar with the other site.*

- *The 2000 Broadway location is about as close to a BART station as you can get, and Oakland is the heart of the BART system so it seems fitting that BART PD HQ would be right next to 19th Street BART station in Uptown Oakland. This location also has the most parking, and would be very convenient for anyone from the public who wanted to visit BART PD.*
- *The Broadway location makes a lot of sense, given the close proximity to BART and the 19th Street entrances.*

5.6.4 General Comments on BART

Minority Respondents or Low-Income Respondents

- *I think this is a great push forward this will really help to enhance the BART experience.*

Non-Minority or Not Low-Income Respondents

- *Whatever helps them deploy to trains better.*

5.6.5 No Comment

There were 190 respondents that elected not to provide a comment or simply wrote “no comment” or something similar.

5.7 Comments Summary

The majority of respondents support the potential relocation of BPD Admin HQ and cited project need, funding, design, safety, police presence, and importance of proximity to BART stations/services. If the proposed project moves forward, respondents are in favor of the project and want more information about the details of the project overall.

Appendix PP-A: BART Police Department (BPD) Admin HQ Site Selection Survey



BART wants to hear from you!

BART is considering a number of options for the relocation of its Police Department (BPD) Administrative Headquarters (HQ) that is currently located at 101 8th Street in Oakland, near the Lake Merritt Station. These options would involve renovating an existing office building near the 19th St. Oakland BART Station.

The proposed facility would house key functions of the police department, provide better public access, and allow for increased response in the event of a natural disaster or other emergency. The facility functions 24 hours a day, seven days a week, with most activity occurring during workday hours. It is not anticipated to significantly increase foot or vehicle traffic.

Please note: if one of these sites is determined to be the preferred site and it is approved by the BART Board of Directors, staff will proceed with design and environmental review.

BART Police Department (BPD) Admin HQ Site Selection Survey

1 Which of the following BART Police Department Administrative Headquarters' (BPD Admin HQ) attributes are most important to you? Please rate each one on a scale of 1 – 5, where 1 is "not important" and 5 is "extremely important."

	1	2	3	4	5
Accessibility for the public	1	2	3	4	5
Minimal impact on traffic in the surrounding area	1	2	3	4	5
Increased police presence in the area	1	2	3	4	5
Improved neighborhood safety	1	2	3	4	5
Proximity to BART station(s)	1	2	3	4	5
Public art & aesthetics (how BPD HQ looks)	1	2	3	4	5
Accessible Community Room (for public gatherings/events)	1	2	3	4	5

2 The three locations being considered for the BART Police Department Admin. Headquarters are shown on the map below and described in the table. Please review the descriptions and indicate if you have a preference.

BART Police Department Admin Headquarters: Potential Locations



Address	2000 Broadway	415 20th St.	1919 Webster St.
Proximity to BART	Directly accessible to 19th St. Station entrance	1 block walking distance to 19th St. Station entrance	2.5 blocks walking distance to 19th St. Station entrance
Community Room access	Access from street level public lobby, separate from BART police staff	Access via secured and monitored entry point from lobby, shared with BART police staff	Access from lobby via public elevator, shared with BART police staff
Height/Lobby description	5-story office building with larger public lobby and greater opportunity to display art	4-story office building with small public lobby and some opportunity to display art	6-story office building with mid-sized public lobby and some opportunity to display art
Police Dept. parking	Approximately 105 dedicated parking stalls for BART Police in surface lot and below-grade garage	Approximately 45 dedicated parking stalls for BART Police on surface lot	Approximately 50 dedicated parking stalls for BART Police on surface lot

3 Overall, which location do you prefer for the BART Police Department's Admin Headquarters?

2000 Broadway 1919 Webster St.
 415 20th St. No preference

OVER →

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

- 7** Overall, do you support or oppose having the BART Police Department Admin. Headquarters located in Uptown Oakland at one of these locations?
 Strongly Support Somewhat Support Neutral Somewhat Oppose Strongly Oppose
- 8** Do you have any comments about these potential locations for the BART Police Department Administrative Headquarters?

Please tell us about yourself

- 9** What is your home ZIP code?
- 10** Which of the following best describes your interest in the potential locations for the BART Police Department Admin. Headquarters? (Select all that apply.)
 I live near one of the three potential locations
 I work near one of the three potential locations
 I own a business near one of the three potential locations
 Other - please describe: _____
- 11** Gender:
 Male Non-binary
 Female Self-describe: _____
- 12** Age:
 12 and younger 35 - 44
 13 - 17 45 - 54
 18 - 24 55 - 64
 25 - 34 65 and older
- 13** Are you a person with a disability?
 Yes No
- 14** What is your race or ethnic identification? (Select all that apply.)
 American Indian or Alaska Native
 Asian or Pacific Islander
 Black or African American
 Hispanic, Latino, or Spanish origin
 White
 Other: _____
(Categories are based on the U.S. Census)
- 15** Including yourself, how many people live in your household?
 1 2 3 4 5 6+
- 16** What is your total annual household income before taxes?
 Under \$30,000 \$70,000 - \$79,999
 \$30,000 - \$39,999 \$80,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 - \$149,999
 \$50,000 - \$59,999 \$150,000 - \$199,999
 \$60,000 - \$69,999 \$200,000 and over
- 17** Do you speak a language other than English at home?
 Yes, I speak: _____
 No
- 18** If "Yes" to question 17, how well do you speak English?
 Very well Not well
 Well Not at all

Thank you for taking this survey. We appreciate your feedback.



Appendix PP-B: Public Comments

Legend	
	Strongly Support
	Somewhat Support
	Neutral
	Somewhat Oppose
	Strongly Oppose

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

ResponseId	Level of Support	Comment/Remark	Minority Status
R_1nPJ0jtaj5oQ4dq	Strongly Oppose	<p>Only the 2000 Broadway location has enough parking for department vehicles and employee vehicles. Although any building bordering Broadway is a poor choice due to protests, parades or other events on Broadway. Access to the building, even from the back will be nearly impossible under those circumstances.</p> <p>At the two other locations employees would be forced to pay to park on the streets or a nearby parking lot. Not conducive for employees that work swingshift that may have to go and move their vehicles into the parking lot once enough people go home. Certainly not enough parking for a special event for employees and extra department vehicles. Dept vehicles will take up street parking for blocks.</p> <p>The parking lots at any of the buildings need to be secure enough for civilian employees to be safe to report to work for midnight shift (2000 or 2200) or get off work at 2200/0000 hours. Unsafe conditions or difficult parking conditions could affect future recruitment for those positions.</p> <p>Back up power would be needed at any location.</p>	Minority
R_2vkKqgE8b2nw1Mv	Strongly Oppose	Should be nowhere	Non-minority (white alone)
R_307EC4OH6N5d4Cv	Strongly Oppose	Prefer location to be furthest from station to reduce impact of construction of parking spaces on passengers	Minority
R_3Eb9a1bv1q2s1fB	Strongly Oppose	For Oakland in general there's barely any parking. Concord seems like a decent place.	Minority
R_3I9KmHkVHKPoyMI	Strongly Oppose	I don't think BART should move at this time. You are already in a deficit. Relocating should not be a priority. However, it's presented as though you have made a decision to move. Any location should include parking for the public.	No response

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_3kH54iWcTWLTIDR	Strongly Oppose	BART police should not waste taxpayer money on real estate, and should choose the most economical option instead of pretending that public art will change the public's perception of their practices targeting low income people on public transit.	Non-minority (white alone)
R_3KHg4r52zMb7rkL	Strongly Oppose	I do not believe increased police presence contributes to public safety.	Non-minority (white alone)
R_3ptdLGunKojbC31	Strongly Oppose	I generally dislike police and am concerned that any additional police presence in uptown or downtown Oakland will result in a threat to unhoused people's safety, the safety of Black community members, and the safety of people experiencing psychiatric episodes.	Non-minority (white alone)
R_PNDjrmQggJxsejv	Strongly Oppose	We need more backstory on why this is important. Why do they need another/different HQ?	Minority
R_1kLAemFNf8MLGH2	Somewhat Oppose	These locations are likely to be more costly than other locations in the Bay Area.	Minority
R_22R2LFIFtDgSqRE	Somewhat Oppose	If they are near prominent areas, the public who are impacted should have some form of benefits. Free youth wifi onsite, free community events, mental health support, etc.	Minority
R_2Qy1n1rkNWSFHNW	Somewhat Oppose	This feels like a waste of taxpayer money when BART is already having financial challenges. Stop pushing an unnecessary vanity project and patrol the trains	Minority
R_2WSYnd7BVHp0mKE	Somewhat Oppose	BART Police headquarters should be located at West Oakland where officers can more easily board trains bound for San Francisco, instead of 19th St, which has 1/2 has many trains that go to SF.	Non-minority (white alone)
R_VKHY4OleAfIX7IB	Somewhat Oppose	A cheaper location would be best, considering how Bart continues to increase fares. Wouldnt want to force commuters to pay for an out of budget building lease.	Minority
R_1DTQ91OWHlcGME2	Neutral	Having cops on cars and patrolling stations and lots is much more important than moving offices.	Non-minority (white alone)
R_1eCAPnNjxKOUpQW	Neutral	Why do you have to move from your current head quarters near Lake Merritt BART?	Non-minority (white alone)
R_1FgZ4LxGn3blGmt	Neutral	There should be more BART facilities located in San Francisco.	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_1gFSmvB2AdUA8xb	Neutral	#REF!	Minority
R_1H8EP3w1Gozx1Vs	Neutral	#REF!	Minority
R_1IQNJquLnM4kFe3	Neutral	Need extra parking spaces.	Minority
R_1JOD5NHPsCHHC1k	Neutral	All three proposed locations are in close proximity to the 19th street station and could be accessed by ADA persons. I think the new PD station should be developed with a focus on necessary functionalities and economy. How many parking spaces are needed on a regular basis? Do all PD need to drive cars to attend a meeting five times a year, or can they simply ride BART and walk, since the office locations are all in walking distance? Do the police need a separate entrance or can they ride with the public on an elevator as they do on the daily during their beat within the stations?	Non-minority (white alone)
R_1mOBgjtLtaJpING	Neutral	They should have a secure parking lot for employees and visitors. Why do they need art? Why do they need a big lobby?	Non-minority (white alone)
R_1nYYTv9I792au0K	Neutral	Oakland is riddled with crime. It might be good to have police presence - even if it's BART police presence - to deter crime and bring around the revival of Uptown. Personally though, it does not bother me since I don't live in the area.	Minority
R_21HYOMG3f0hWioY	Neutral	Use of a parking lot could prevent the development of the lot as a building	Non-minority (white alone)
R_22lb3mHxM9H4LCt	Neutral	BART has experienced facilities staff, a long list of development work that needs to happen for affordable housing on BART land, and limited amounts of time. I would prefer for BART staff to use their expertise to choose an appropriate site instead of spending lots of time on a community outreach process that may privilege NIMBY voices or have other flaws for any number of reasons. Time spent on community outreach is time that would be better spent developing sites for affordable housing.	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_25A5xc6qRydaqysB	Neutral	Make sure you have a good reason for moving it. Changes like this cost a lot of money, so this move would need to have a measurable improvement for the average Bart rider and low impact or positive impact in the area you move into	Non-minority (white alone)
R_28M5WZxUNu981Ge	Neutral	provide reason for leaving the 101 8th St. location	Minority
R_2a9RnjuxKMLeG5U	Neutral	Honestly, my vote in favor for the 2000 Broadway location is because of how barren that street is now. It would be important to me to see that block used better, regardless by BPD HQ or otherwise, but it's be important to me that space is used in a way that beautifies the area, and makes it feel safer and more desirable to walk	Minority
R_2Bsa0loKBHbR9WQ	Neutral	Unsure if MacArthur BART would be more beneficial.	Minority
R_2qaVf65UMfWGFUw	Neutral	Please save money for actual police proper function! I'm having impression that you are wasting money on the trivial stuffs. Your current location seems can still adequately work. I don't see the compelling reason to move.	Minority
R_3CVFcHWdh9D1NvD	Neutral	You need to have officers be more visible. The only time you see an officer is when there is trouble. Get them out of their cars and walk on the trains and bart property.	Non-minority (white alone)
R_3ilEpant31TkeWo	Neutral	Let's have BART (and all) police actually do good for the community. No need to harass people, but work towards helping. And yes, that does include stopping crimes in progress instead of hiding in cars or offices.	Non-minority (white alone)
R_3izngRv1sug0Yj	Neutral	None of these locations are ideal. However, 1919 Webster allows for a more central deployment of resources to all Oakland stations.	Minority
R_3JJioKC39TbL7q2	Neutral	The cheapest option should be chosen. I fail to see the need for public art in the lobby of any police HQ.	Non-minority (white alone)
R_3Mxpt9fNqirJkio	Neutral	What's the cost and timeline? Is this the best use of \$\$?	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_8lb0b5zj9wdRGc9	Neutral	One location has to keep in mind access when the buildings roads all collapsing blocking roads	No response
R_BXjKDuCZ2aqfZzH	Neutral	I'd prefer a less visible/notable building. I think the Franklin St. location is just a little more "tucked away" and less prominent than it would on Broadway. I want staff to have a decent place to work.	Minority
R_sh6Dj1FjKHylhtv	Neutral	It has to be in very close proximity to BART station. Close to Lake Merritt station will be better.	Minority
R_1dhPnjvbQDXvxLu	Somewhat Support	Is there a reason why BART Police HQ needs a dedicated parking lot in downtown Oakland? It seems like a poor use of land to prevent redevelopment of a surface parking lot for the duration of the lease (10-25 years?). Could BART PD rely on existing underground parking or parking structures nearby? Also, I hope that parking is only provided for department owned vehicles and not for staff parking. Employees should be encouraged to take transit to work or to pay for parking vs. providing free parking to employees.	Minority
R_1DJaBHCKdf5IKoz	Somewhat Support	Closest to a BART station makes the most sense to me	Non-minority (white alone)
R_1FG1oRW8hnQWlfd	Somewhat Support	The 2000 Broadway location seems the best on paper - but do we want another police station on Broadway (look at OPDs further down Broadway). It is something to consider, it would be located directly across from late night entertainment venues. I think one block removed from the main street would be preferable in my opinion.	Non-minority (white alone)
R_2qdSdWYPaJwYipQ	Somewhat Support	I appreciate that BART police will be able to commute to work via BART. BART Police Officers should also be BART riders	Minority
R_2vZntamx8vfZwMJ	Somewhat Support	whatever helps them deploy to trains better	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_336ZtYOjHyWk6n9	Somewhat Support	2000 Broadway seems best for a lot of reasons, including proximity to a system entrance and existing parking. 415 20th is a good site for future transit-oriented development so it shouldn't be taken for BART Police. I'm not familiar with the other site.	Non-minority (white alone)
R_41vepMub1K9KxIR	Somewhat Support	If it allows Bart to hire and retain employees, then I would say that these potential locations would be a good thing and can support.	Minority
R_ezjvP19UmlCtVdv	Somewhat Support	I think it's not really something the public needs to have a big voice in.	Non-minority (white alone)
R_0lxAlJ9WXZlaabv	Strongly Support	A more secure and accessible employee parking area needs to be addressed. Employees who work evening hours are forced to walk to the parking lot under the freeway during the night , which is unsafe. The parking area should be staffed with security personnel or a gate to limit access to unauthorized individuals. A gym or weight room should also be considered with showers and locker room. With employees working different hours, it would be beneficial to have a work out room without having to deal with driving to a gym after or before work.	Non-minority (white alone)
R_1BOYiEkidlpLA1J	Strongly Support	Increased, visible police presence in Uptown will at least make people here feel safer. Hopefully deter crime, which appears out of control.	Minority
R_1DHHGDPzjY56wOD	Strongly Support	I prefer that it's closest to BART Head Quarters	Minority
R_1JJWQ2HnetPqrTZ	Strongly Support	Is there a building that would work in the middle of 12th and 19th street bart. The three proposed locations are north of 19th street. Maybe moving south a few blocks would allow police to cover more stations	Non-minority (white alone)
R_1k1tB1Gimp3Bybl	Strongly Support	The closer to the station the better. We need more police presents to help take back control of bad-actors.	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

		<p>Only the 2000 Broadway location has enough parking for department vehicles and employee vehicles. Although any building bordering Broadway is a poor choice due to protests, parades or other events on Broadway. Access to the building, even from the back will be nearly impossible under those circumstances.</p> <p>At the two other locations employees would be forced to pay to park on the streets or a nearby parking lot. Not conducive for employees that work swingshift that may have to go and move their vehicles into the parking lot once enough people go home. Certainly not enough parking for a special event for employees and extra department vehicles. Dept vehicles will take up street parking for blocks.</p> <p>The parking lots at any of the buildings need to be secure enough for civilian employees to be safe to report to work for midnight shift (2000 or 2200) or get off work at 2200/0000 hours. Unsafe conditions or difficult parking conditions could affect future recruitment for those positions.</p> <p>Back up power would be needed at any location.</p>	
R_1nPJ0jtaj5oQ4dq	Strongly Oppose		Minority
R_277Q7U7S3nLl6jS	Strongly Support	Make sure there is easy and open access to the public. Maintain police presence throughout the neighborhood	No response
R_2QWdzcRgnf6xg1e	Strongly Support	Consider the future in your site selection. Going green is not only good for the environment, but also for budgets as well. What's the feasibility of landlord installing solar panels? Is there space to incorporate EV charges for BPD or POV vehicles? Is the location bike friendly for BPD staff and the public?	Minority
R_2qwVTtjcEmmSe5E	Strongly Support	19th St. Oakland is such an important station and I use it all the time. There is frequent fare evasion, foul behavior including rants of insults, drug abuse in the station, littering, begging, and more. You need a much stronger police presence in and around the station.	Non-minority (white alone)

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_2sbaUvwKccJC7lu	Strongly Support	This new facility should be welcoming for the public.	No response
R_2sRTSd8Qf6dVWHz	Strongly Support	I have a direct view of 1919 Webster. However, Im concerned about it changing the atmosphere of the blocks on webster between 20th and 17th. They are actually quiet and free of a lot of foot traffic on weekends. I feel the police station may bring more negative activity.I use 19th Bart and welcome you wherever you end up. That’s my two cents. Stay safe and thank you for your service.	Minority
R_2vkKqgE8b2nw1Mv	Strongly Oppose	Should be nowhere	Non-minority (white alone)
R_2YEdXmfDpnf9Zz7	Strongly Support	No comments. Safety of passengers is of most importance	Minority
R_307EC4OH6N5d4Cv	Strongly Oppose	Prefer location to be furthest from station to reduce impact of construction of parking spaces on passengers	Minority
R_3CZQ9ZyXQxRo1dh	Strongly Support	This area has serious safety issues and the police should be located where the greatest need exists for public safety. City officials should know this and make the necessary decisions.	Non-minority (white alone)
R_3Eb9a1bv1q2slfB	Strongly Oppose	For Oakland in general there’s barely any parking. Concord seems like a decent place.	Minority
R_3htllblOCdVVem7	Strongly Support	Need more police presence at downtown Oakland stations	Minority
R_3I9KmHkVHKPoyMI	Strongly Oppose	I don't think BART should move at this time. You are already in a deficit. Relocating should not be a priority. However, it's presented as though you have made a decision to move. Any location should include parking for the public.	No response
R_3I9RqFjkWGnWQCy	Strongly Support	Centerly located near BART stations	Non-minority (white alone)
R_3IRmZadWSFToGgr	Strongly Support	At any location, they should be as visible as possible.	No response
R_3IYqKSy5tjjqLdl	Strongly Support	Ideally, the selection of any of these three (3) sites will result in job creation or increased business activity in the area.	Minority
R_3j0uXqA5iJ5ZbiO	Strongly Support	I think this is a great push forward this will really help to enhance the Bart experience	Minority

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_3kH54iWcTWTIDR	Strongly Oppose	BART police should not waste taxpayer money on real estate, and should choose the most economical option instead of pretending that public art will change the public's perception of their practices targeting low income people on public transit.	Non-minority (white alone)
R_3KHg4r52zMb7rKL	Strongly Oppose	I do not believe increased police presence contributes to public safety.	Non-minority (white alone)
R_3kn7elX2i478iOa	Strongly Support	I support having BART Police Department Administrative Headquarters accessible at any of the three locations proposed near the downtown Oakland BART Station because all of these locations would increase the security of the station and the surrounding neighborhood. I have a slight preference for the one that has the community room under direct monitoring of BART police but only if it provides sufficient parking for the police.	Non-minority (white alone)
R_3NyVBLYu5p8GQtO	Strongly Support	More police closer to the system.	Minority
R_30e9CCHDU0fWuUQ	Strongly Support	The 2000 Broadway location is about as close to a BART station as you can get, and Oakland is the heart of the BART system so it seems fitting that BART PD HQ would be right next to 19th Street BART station in Uptown Oakland. This location also has the most parking, and would be very convenient for anyone from the public who wanted to visit BART PD.	Non-minority (white alone)
R_3ptdLGunKobjC31	Strongly Oppose	I generally dislike police and am concerned that any additional police presence in uptown or downtown Oakland will result in a threat to unhoused people's safety, the safety of Black community members, and the safety of people experiencing psychiatric episodes.	Non-minority (white alone)
R_3rZIOTxgWmAMu3e	Strongly Support	Bring crime and fare evaders down	Minority
R_51kyEs54nFc7GUx	Strongly Support	Yes, the reason I strongly support to have BART Police Admin HQ is for safety issue. I have fear travelling and taking BART daily especially at night and weekends where there's limited crowds around. I hope you highly considering the idea that's why maybe you are doing this survey. 🙏❤️	No response
R_dhGAj22jn8xyxrP	Strongly Support	I do support BPDA in DT Oakland, and want it to be more community based.	Minority

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

R_e5naWnwUqLRIPyN	Strongly Support	The Broadway location makes a lot of sense, given the close proximity to BART and the 19th Street entrances.	Non-minority (white alone)
R_ezfo7uuYPsQzdbX	Strongly Support	Seems like it would be advantageous to be located close to BHQ	Non-minority (white alone)
R_OedC2Lbkl10LMhX	Strongly Support	Don't waste money on unnecessary facilities. Focus on what is required for public safety.	No response
R_OyhBAJQwzDpyFah	Strongly Support	Just strong about having a location near the 19th street Bart station to help with downtown businesses and working people commuting.	Minority
R_PNDjrmQggJxsejv	Strongly Oppose	We need more backstory on why this is important. Why do they need another/different HQ?	Minority
R_tXJkZLamej4JVL	Strongly Support	Just make the effective & fast to respond.	Non-minority (white alone)
R_vNdQmUKDJIWXELT	Strongly Support	Whatever offers the best access for Bart officers to get to trains and stations. Also feel that community development and access are important.	Non-minority (white alone)

Appendix PP-C: BART Police Department (BPD) Admin HQ Site Selection Survey Flyer



BART wants to hear from you!

BART is considering a number of options for the relocation of its Police Department (BPD) Administrative Headquarters (HQ) that is currently located at 101 8th Street in Oakland, near the Lake Merritt Station. These options may involve the renovation of an existing office building near the 19th Street Oakland BART Station. The proposed facility would house key functions of the police department, provide better public access, and allow for increased response in the event of a natural disaster or other emergency. Come tell us what you think at the following BART station-outreach events and open house:

- Station Outreach Event–19th St Oakland Station.....**Wednesday, August 16 | 7–9:30am**
- Station Outreach Event–19th St Oakland Station.....**Thursday, August 17 | 4–7:00pm**
- Open House–BART Headquarters Board Room**.....**Tuesday, August 22 | 5–7:00pm**



To complete the survey, scan the QR code or take online Aug. 14 – Aug. 28, 2023, at bart.gov/BPDSiteSurvey

- * Survey available in multiple languages
- **BART Headquarters Board Room is located at 2150 Webster St, Oakland, CA 94612

If you need language assistance services, please call (510) 464-6752.
Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752.
Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752.
Если вам нужны услуги языковой поддержки, звоните по телефону (510) 464-6752.
통역이 필요하신 분은, 510-464-6752 로 문의하십시오.

¡BART quiere escuchar tu opinión!

BART está considerando una serie de opciones para la reubicación de su Sede Administrativa (HQ) del Departamento de Policía (BPD) que actualmente se encuentra en 101 8th Street en Oakland, cerca de la estación de Lake Merritt. Estas opciones pueden implicar la renovación de un edificio de oficinas existente cerca de la estación BART de 19th Street en Oakland. Las instalaciones propuestas albergarían funciones clave del departamento de policía, proporcionarían un mejor acceso público y permitirían una respuesta incrementada en caso de catástrofe natural u otra emergencia. Venga a decirnos lo que piensa en los siguientes eventos y jornadas de puertas abiertas en la estación de BART:

- Evento de divulgación en la estación.....Miércoles, 16 de agosto | 7:00 - 9:30am
- Estación 19th St en Oakland
- Evento de divulgación en la estación.....Jueves, 17 de agosto | 4:00 - 7:00pm
- Estación 19th St en Oakland
- Jornada de puertas abiertas.....Martes, 22 de agosto | 5:00 - 7:00pm
- Sala de juntas de la Sede Administrativa de BART**



Tome la encuesta en línea del 14 al 28 de agosto de 2023 en bart.gov/BPDSiteSurvey

- * Encuesta disponible en varios idiomas
- ** La sala de juntas de la Sede Administrativa de BART se encuentra en 2150 Webster St, Oakland, CA 94612

舊金山灣區捷運局 (BART) 希望聽聽您的意見!

BART 正在考慮多種方案來搬遷其警察局 (BPD) 行政總部 (HQ)。該總部目前位於奧克蘭第 8 街 101 號，Lake Merritt 站附近。這些方案可能涉及對 BART 19th Street Oakland 站附近現有的一棟辦公樓進行改造。擬議的設施將容納警察部門的關鍵職能，提供更好的公共通道，並可以讓我們在發生自然災害或其他緊急情況時加強響應。請在以下 BART 車站外展活動和開放日告訴我們您的看法：

- 車站外展活動..... 8 月 16 日 (星期三) | 上午 7:00 - 9:30
- 19th St Oakland 站
- 車站外展活動..... 8 月 17 日 (星期四) | 下午 4:00 - 7:00
- 19th St Oakland 站
- 開放日..... 8 月 22 日 (星期二) | 下午 5:00 - 7:00
- BART 總部董事會會議室**



請於 2023 年 8 月 14 日至 8 月 28 日，訪問 bart.gov/BPDSiteSurvey 參加在線調查

*在線調查有多種語言可供選擇

**總部董事會會議室位於 2150 Webster St, Oakland, CA 94612*

Appendix PP-D: Multilingual Newspaper Ads

Văn Hóa - Giáo Dục - Đời Sống

Tiếng DẠ người Sài Gòn!

Quý Nguyễn



Để ý sẽ thấy ít có người Sài Gòn nào nói từ "vàng". Khi có ai gọi, một người Sài Gòn nói "vàng!" là trong dáng dấp của câu nói đó có giọng đũa, cười cợt. Khi nói chuyện với người lớn hơn mình, người dưới thường đệm từ "ạ" vào mỗi câu nói: "Mấy ăn cơm chưa con?" - Dạ, chưa!" "Mời đĩa/dzê hà nhóc?" - Dạ, con mời!..."

Cái tiếng "ạ" đó, không biết sao trong cảm giác nghe của một người Sài Gòn với một người Sài Gòn thấy nó "thương" lạ... để chịu mà gần gũi, nhẹ nhàng mà tinh cảm lắm lắm. Cảm giác nó thật riêng so với những nơi khác. Nghe một tiếng "ạ" là biết ngay tên này là dân miền Nam cái đã rồi hằng hay... Một người miền khác, có thể là Bắc hoặc Trung, điển tả một khoảng thời gian ngắn vài ngày thì nói: "Từ bữa đó đến bữa nay", còn người Sài Gòn thì nói: "Hôm rày", "đạo này"...

Người khác nghe sẽ không hiểu, vì nói chỉ mà ngắn gọn ghê. (Lại phát hiện thêm một điều là người Sài Gòn hay dùng từ "ghê" phía sau câu nói để diễn tả một sắc thái tinh cảm riêng. Tiếng "ghê" đó chẳng hàm ý gì nhiều, nó mang ý nghĩa là "nhiều" là "lắm". Nói "Nhỏ đó xinh ghê!", nghĩa là khen cô bé đó xinh lắm vậy. Lại so sánh từ "hôm nay" với "hôm rày" hay nghe ở các vùng quê Nam Bộ, cũng một ý nghĩa như nhau, nhưng lại không hoàn toàn giống nhau. Nghe người Sài Gòn dùng một số từ "hôm rày, miết..." là người Sài Gòn bắt chước người miền sông nước vậy. Nhưng nghe vẫn không trái tai, không cảm thấy gượng, vì trong người Sài Gòn vẫn còn cái chất miền Nam chung mà.

Nghe một đứa con trai Sài Gòn nói về đời bạn gái nào đó của mình xem... "Nhỏ đó dễ thương ghê!", "Nhỏ đó ngoan!"... Tiếng "nhỏ" mang ý nghĩa như tiếng "cái" của người Hà Nội. Người

(Xem tiếp trong BQ)

BART muốn nghe từ quý vị!

BART đang cần nhắc một số lựa chọn để dời Trụ Sở Hành Chính (HQ) của Sở Cảnh Sát (BPD) hiện đang tọa lạc tại 107 8th Street ở Oakland, gần Trạm Lake Merritt. Các lựa chọn này có thể bao gồm việc tân trang một tòa nhà văn phòng hiện hữu ở gần Trạm BART 19th Street tại Oakland. Cơ sở được đề nghị sẽ chứa các chức năng chính của sở cảnh sát, cung cấp khả năng tiếp cận công chúng tốt hơn, và cho phép tăng cường ứng phó trong trường hợp xảy ra thảm họa thiên nhiên hoặc trường hợp khẩn cấp khác. Hãy đến và cho chúng tôi biết suy nghĩ của quý vị tại các sự kiện tiếp cận của trạm BART sau đây và buổi khai trương:

<p>Sự Kiện Tiếp Cận Trạm - Trạm 19th St en Oakland</p> <p>Sự Kiện Tiếp Cận Trạm - Trạm 19th St en Oakland</p> <p>Khai Trương - Phòng Hội Đồng Trụ Sở Chính của BART**</p>	<p>Thứ Tư, ngày 16 Tháng Tám 7:00 - 9:30 sáng</p> <p>Thứ Năm, ngày 17 Tháng Tám 4:00 - 7:00 giờ tối</p> <p>Thứ Ba, ngày 22 Tháng Tám 5:00 - 7:00 giờ tối</p>
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Tham gia cuộc thăm dò trực tuyến từ ngày 14 Tháng Tám - ngày 28 Tháng Tám, 2023, tại bart.gov/BPDHQSurvey

* Cuộc thăm dò được cung cấp bằng nhiều ngôn ngữ
** Phòng Hội Đồng Trụ Sở Chính của BART tọa lạc tại 2150 Webster St, Oakland, CA 94612



A16 | 中國 (四)

世界日報

2023年8月16日 星期三 WEDNESDAY, AUGUST 16, 2023

貴州男不會打字 緬詐團拒收

多次偷渡想搞詐騙 文化低被「退貨」 網酸：騙子界也瞧不起你

中國新聞部，北京16日電

貴州男子張某因不會打字，被緬甸詐騙團拒收。張某曾多次偷渡，想搞詐騙，但因其文化水平低，被詐騙團「退貨」。網酸：騙子界也瞧不起你。

貴州男子張某因不會打字，被緬甸詐騙團拒收。張某曾多次偷渡，想搞詐騙，但因其文化水平低，被詐騙團「退貨」。網酸：騙子界也瞧不起你。

據悉，張某因不會打字，被緬甸詐騙團拒收。張某曾多次偷渡，想搞詐騙，但因其文化水平低，被詐騙團「退貨」。網酸：騙子界也瞧不起你。



許多次偷渡想搞詐騙，但因其文化水平低，被詐騙團「退貨」。網酸：騙子界也瞧不起你。



長年難得一見的雙胞胎，意外幫助找到失散45年的雙胞胎兄弟。

入境客撞臉 找到失散45年雙胞胎

中國新聞部，北京16日電

一名男子在入境時與另一名男子撞臉，引發了對雙胞胎的調查。經過調查，發現他們是失散45年的雙胞胎兄弟。

多虧航警查照片

經過航警的仔細檢查，發現了這名男子與另一名男子的相似之處。經過進一步調查，發現他們是失散45年的雙胞胎兄弟。

據悉，這名男子在入境時與另一名男子撞臉，引發了對雙胞胎的調查。經過調查，發現他們是失散45年的雙胞胎兄弟。



旅客遊黃山，拍到神秘動物雲豹。

旅客遊黃山 拍到神秘動物雲豹

中國新聞部，北京16日電

一名旅客在遊覽黃山時，拍到了一隻神秘的動物，被認為是雲豹。這一發現引起了廣泛關注。

專家：一隻大橘貓

專家對這一發現表示懷疑，認為這可能只是一隻大橘貓。這一說法引起了爭議。

據悉，這名旅客在遊覽黃山時，拍到了一隻神秘的動物，被認為是雲豹。這一發現引起了廣泛關注。

生活難料 加入健保

Health Care gov

如果您因為離婚而失去健康保險或需要更新保費計畫，這裡多了個選擇。或年滿26歲，擁有健保比您想像地更容易。您可於規定期限內在HealthCare.gov加入容易負擔、低價的健保計畫。

1-800-318-2596

舊金山灣區捷運局 (BART) 希望聽聽您的意見!

BART 正在考慮多種方案來擴建其警察局 (BPD) 行政總部 (HQ)。該總部目前位於奧克蘭第 8 街 101 號。Lake Merritt 站附近。這些方案可能涉及對 BART 19th Street Oakland 站附近現有一棟辦公樓進行改造。擬議的設施將容納警察部門的關鍵職能，提供更好的公共通道，並可以讓我們在發生自然災害或其他緊急情況時加強響應。請在以下 BART 車站外屬活動和開放日告訴我們您的看法：

車站外屬活動	8月16日 (星期三) 上午 7:00 - 9:30
- 19th St Oakland 站	
車站外屬活動	8月17日 (星期四) 下午 4:00 - 7:00
- 19th St Oakland 站	
開放日	8月22日 (星期二) 下午 5:00 - 7:00
- BART 總部董事會會議室**	

請於 2023 年 8 月 14 日至 8 月 28 日，訪問 bart.gov/BPSiteSurvey 參加在線調查

*在線調查有多種語言可供選擇
**總部董事會會議室位於 2150 Webster St., Oakland, CA 94612



El La Opinión de La Habra DOMINGO 20 DE AGOSTO DE 2023

#Salud
#Noticias

Alerta por covid-19: urgen a latinos a vacunarse ante incremento de contagios

Se registran aumento de las hospitalizaciones y muertes relacionadas con la pandemia

Jesús Guerra

Reportero

Unidad Unidón está registrando un incremento de contagios de covid-19, pero

también hospitalizaciones y muertes, según reportó el Centro de Enfermedades (CDC).

En la última semana, se reportó un incremento del



Las autoridades piden incluso vacunarse contra la influenza, debido también a un aumento de contagios. GETTY IMAGES

34.3% de hospitalizaciones por contagios de coronavirus, además de un alza del 10 por ciento de muertes relacionadas covid-19.

Análisis de datos de KFF (datos sobre vacunación personal) revelan que los "datos totales acumulados ajustados por edad" mues-

tran los hispanos han tenido un mayor riesgo de infección y muerte por covid-19.

"Los hispanos tienen aproximadamente 1.5 veces más probabilidades de infectarse con covid-19 en comparación con los blancos [...]. Las personas AIAN (de Alaska), negras e hispanas también han

tenido un mayor riesgo de hospitalización debido a covid-19 en comparación con las personas blancas", se indica.

Por ello, UnidónUS, la organización latina de defensa y observación cívica más grande del país, en asociación con CDC, urge a los hispanos o latinos a vacunarse.

El programa "Esperanza Hope for All" está enfocado a aumentar las inmunizaciones contra covid-19 y forma parte del Mes Nacional de Concienciación sobre la Inmunización.

"¿Y La Vacuna?", dice la campaña, lanzando un reto a las personas que no se han inmunizado o no han tenido sus refuerzos correspondientes, incluso si no han solicitado la vacuna contra la influenza.

"Este enfoque específico se debe a que los latinos reciben vacunas y refuerzos a una tasa mucho menor, lo que obstaculiza los esfuerzos para ayudar a prevenir y combatir enfermedades", explica la organización. "Los latinos tienen 1.8 veces más probabilidades de ser hospitalizados y 1.7 veces más probabilidades de morir por covid-19".

Sobre la influenza, UnidónUS reporta que los latinos han tenido "tasas consistentemente más altas de resultados graves", por lo que también se sugiere acceder a la vacuna.

La campaña tiene un enfoque en los jóvenes, a fin de que obtengan la inmunización y eso ayude también a

Cómo obtener la vacuna

- Para encontrar sitios de vacunación contra el covid-19:
- Visite www.vacunase.gov
- Llame al 1-800-232-0233
- Envíe un texto con su código postal al 438829

proteger a sus familias con la prevención de contagios. Se trata de un esfuerzo por varias ciudades del país e incluye el respaldo de influencers para llegar a la población objetivo.

Durante los primeros dos años del programa de UnidónUS Esperanza Hope for All, nuestros aliados de UnidónUS financiados por los CDC administraron más de 578,000 vacunas contra el covid-19 y 66,000 vacunas contra la influenza", afirmó Rita Carroón, vicepresidente de Salud de UnidónUS. "Esperamos reunir a jóvenes adultos latinos para mejorar la salud de su comunidad a través de su influencia y acciones al proporcionar información en el idioma y la cultura que es fácil de entender a través de una variedad de esfuerzos dirigidos y en asociación con nuestra comunidad".

La campaña "¿Y La Vacuna?" contempla recorrido móvil en comunidades, así como alianzas con creadores de contenido y difusión a través de redes sociales.

La organización UnidónUS creó en abril de 2020 el Fondo Esperanza/Hope para apoyar la respuesta y resiliencia entre sus socios comunitarios ante nuevas crisis.

"En 2021, la iniciativa se expandió como un programa de comunicaciones públicas y marketing totalmente integrado llamado Esperanza Hope for All", se recordó. "UnidónUS sigue recaudando recursos para que los aliados respondan a la pandemia, incluyendo su apoyo directo a las familias para obtener asistencia alimentaria y de vivienda".

El coronavirus del covid-19 ha mutado y actualmente hay una nueva variante llamada Eris, la cual está aumentando los casos no solamente en EEUU, sino en todo el mundo.■

¡BART quiere escuchar tu opinión!

BART está considerando una serie de opciones para la reubicación de su Sede Administrativa (HQ) del Departamento de Policía (BPD) que actualmente se encuentra en 101 8th Street en Oakland, cerca de la estación de Lake Merritt. Estas opciones pueden implicar la renovación de un edificio de oficinas existente cerca de la estación BART de 19th Street en Oakland. Las instalaciones propuestas albergarían funciones clave del departamento de policía, proporcionarían un mejor acceso público y permitirían una respuesta incrementada en caso de catástrofe natural u otra emergencia. Venga a decirnos lo que piensa en los siguientes eventos y jornadas de puertas abiertas en la estación de BART:

- | | |
|---|---|
| Evento de divulgación en la estación
- Estación 19th ST en Oakland | Miércoles, 16 de agosto 7:00 - 9:30am |
| Evento de divulgación en la estación
- Estación 19th ST en Oakland | Jueves, 17 de agosto 4:00 - 7:00pm |
| Jornada de puertas abiertas
- Sala de juntas de la Sede Administrativa de BART** | Martes, 22 de agosto 5:00 - 7:00pm |



Toma la encuesta en línea del 14 al 24 de agosto de 2023 en bart.gov/BPDcherry

* Encuesta disponible en varios idiomas
** La sala de juntas de la Sede Administrativa de BART se encuentra en 2150 Webster ST, Oakland, CA 94612

Appendix PP-E: BART News Announcement

BART POLICE DEPARTMENT HEADQUARTERS TITLE VI SITING ANALYSIS

The following link navigates to the BART News Announcement for this survey:

[BART Police Department \(BPD\) Admin HQ Site Selection Survey News Announcement](#)