

Safety Initiatives in the Bipartisan Infrastructure Law

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Transit Worker Assault Data

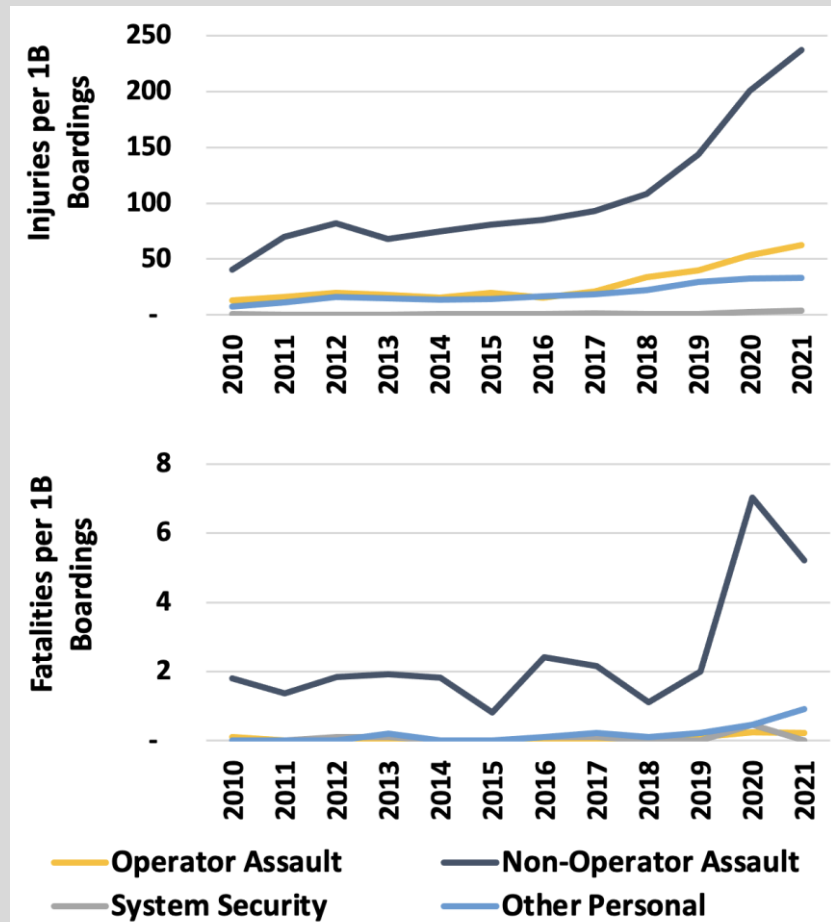
- Violence on transit is a growing challenge.
- Rates of operator assaults and other security events in transit systems have greatly increased since 2010.

Average annual percentage increase:

Operator assaults	+18%
All other assaults	+20%
Personal security events	+17%

- Rates of injuries and fatalities due to all security events have also increased.

Security Event Injuries and Fatalities:
2010–2021



Data Source: National Transit Database, 3/3/22

Includes all major security events (including burglary, larceny, theft, and robbery). Excludes suicides.

Bipartisan Infrastructure Law Funding

72%
increase in funding

- The Bipartisan Infrastructure Law includes a funding increase of 72-percent
- Average community transit funding increased by 30-percent
- FTA is launching four new competitive grant programs and expand several existing programs



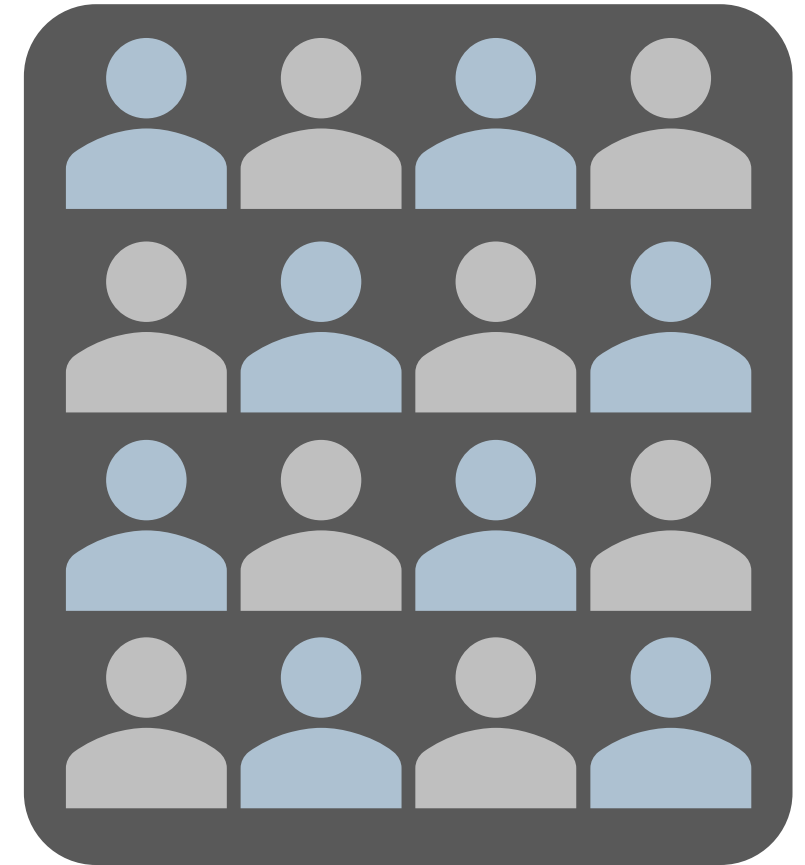
Dear Colleague Letter

- FTA's February 17, 2022, [Dear Colleague Letter](#) outlines FTA's expectations for transit agencies to address Bipartisan Infrastructure Law requirements related to Public Transportation Agency Safety Plan (PTASP) requirements
 - These requirements apply only to those agencies that must have an Agency Safety Plan in place under the Public Transportation Agency Safety Plan regulation (49 CFR part 673)
- A link to this letter is available on FTA's Bipartisan Infrastructure Law webpage at www.transit.dot.gov/BIL



Engagement with Frontline Workers

- The Bipartisan Infrastructure Law requires section 5307 recipients serving an urbanized area (UZA) with a population of 200,000 or more (large UZA) to create safety committees comprised of representatives of management and frontline employees
- Agencies serving an urbanized area with a population of less than 200,000 (small UZA) must develop their Agency Safety Plan in cooperation with frontline employee representatives



Additional Safety Enhancements



- The Bipartisan Infrastructure Law requires transit agencies to address strategies to minimize exposure to infectious diseases
- It also requires transit agencies that serve large UZAs and receive 5307 funds to:
 - Establish risk reduction programs and targets
 - Set aside 0.75% of section 5307 funds for safety related projects
 - Increase safety training
- FTA will issue a special directive to State Safety Oversight Agencies on the development and implementation of a risk-based inspection program and related data collection

Updates and Questions



Visit FTA's Bipartisan Infrastructure Law webpage, available at www.transit.dot.gov/BIL, for the latest information.



If you have questions regarding these new requirements, please contact us at FTA-IIJA@dot.gov.





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