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:

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Average Annual Percentage Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operator assaults</td>
<td>+18%</td>
</tr>
<tr>
<td>All other assaults</td>
<td>+20%</td>
</tr>
<tr>
<td>Personal security events</td>
<td>+17%</td>
</tr>
</tbody>
</table>

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

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


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