

H.R. 6298 (Friedman) Analysis and Recommendation

TITLE: Safe and Affordable Transit Act

SPONSOR: Representative Laura Friedman (D-CA)

CO-SPONSORS: Representatives Nicole Malliotakis (R-NY), Josh Gottheimer (D-NJ), and Brian Fitzpatrick (R-PA)

RECOMMENDATION: Support

BACKGROUND: The BART Police Department (BPD) currently consists of 367 personnel and is funded from BART's operating budget. BART has also received federal funding from the Transit Security Grant Program (TSGP) administered by the Federal Emergency Management Agency (FEMA) and was awarded a grant from the Justice and Mental Health Collaboration Program administered by the Department of Justice (DOJ). Federal TSGP funding has supported BPD's Critical Asset Patrol (CAP) Team, security projects, and cybersecurity efforts, while the DOJ grant funded a collaboration with local nonprofit organizations to improve public safety responses and outcomes for individuals struggling with mental health and/or substance abuse disorders.

Maintaining a visible safety presence and installing new fare gates have also been key components of BART's Safe and Clean Plan to improve the rider experience. These efforts have led to sharp decreases in the number of violent crimes and property crimes month-to-month in 2025 as compared to 2024. The number of riders who say they have witnessed someone fare evade on their trip has also dropped by more than 50% in the last year.

PURPOSE: H.R. 6298, the Safe and Affordable Transit Act, would authorize the United States Department of Transportation (DOT) to provide operational grants under Title 49, Section 5307 of the United States Code to public transportation systems to be used for the following purposes:

- Hiring additional police officers to patrol public transportation vehicles and transit stations as well as the immediate vicinity of transit stations.
- Contracting with local police departments to increase officer presence on public transportation and in transit stations.
- Upgrading physical infrastructure that promotes passenger and operator safety, such as monitoring devices and operator shields.

The bill authorizes \$50 million annually for Fiscal Years 2026 through 2030 and requires DOT to work with the Transportation Research Board to conduct, in consultation with labor organizations that represent frontline transit workers, a study on crime prevention efforts by transit agencies. The bill specifies that the study shall include:

- What agencies are currently doing to prevent crime.
- What tactics have been successful or unsuccessful in deterring crime.
- Best practices for transit agencies to reduce crime within their systems.

DISTRICT IMPACT: In creating a new grant program, H.R. 6298 would make BART eligible to apply for funding to support the hiring of additional police officers and upgrades to physical safety infrastructure.

KNOWN SUPPORT/OPPOSITION: Support: Amalgamated Transit Union (ATU) and Transit Workers Union (TWU). No known opposition.

STATUS: Referred to Committee on Transportation & Infrastructure.

119TH CONGRESS
1ST SESSION

H. R. 6298

To amend title 49, United States Code, to provide for grants to certain urbanized areas for operating costs relating to crime prevention and security, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 25, 2025

Ms. FRIEDMAN (for herself and Ms. MALLIOTAKIS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to provide for grants to certain urbanized areas for operating costs relating to crime prevention and security, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Safe and Affordable
5 Transit Act”.

6 **SEC. 2. OPERATING GRANTS FOR CRIME PREVENTION AND**
7 **SECURITY.**

8 (a) CRIME PREVENTION AND SECURITY.—Section
9 5321 of title 49, United States Code, is amended—

1 (1) by striking “The Secretary” and inserting
2 “(a) IN GENERAL.—The Secretary”; and

3 (2) by adding at the end the following:

4 “(b) OPERATING GRANTS FOR URBANIZED AREAS.—

5 “(1) IN GENERAL.—The Secretary may make
6 grants for operating activities for public transpor-
7 tation systems to any entity eligible to receive funds
8 under section 5307, notwithstanding the population
9 requirement under section (a)(1)(D) of such section.

10 “(2) ELIGIBLE ACTIVITIES.—Funds made avail-
11 able under this subsection may be used for the fol-
12 lowing:

13 “(A) Hiring additional officers to police on
14 public transportation and transit stations, in-
15 cluding the immediate vicinity of stations.

16 “(B) Contracting with local police depart-
17 ments to increase officer presence on public
18 transportation and transit stations.

19 “(C) Physical infrastructure upgrades that
20 promote public transportation passenger and
21 operator safety (including monitoring devices,
22 operator shields, and other infrastructure
23 changes).

24 “(3) AUTHORIZATION OF APPROPRIATIONS.—

25 There is authorized to be appropriated \$50,000,000

1 for each of fiscal years 2026 through 2030 to carry
2 out this subsection.”.

3 (b) STUDY REQUIRED.—The Secretary of Transpor-
4 tation shall enter into an agreement with Transportation
5 Research Board of the National Academies, to conduct
6 and submit to Congress, in consultation with labor organi-
7 zations representing frontline transit workers, a study on
8 crime prevention by transit agencies that includes—

9 (1) what such agencies are doing to prevent
10 crime;

11 (2) what tactics have been successful in deter-
12 ring crime;

13 (3) what tactics have been unsuccessful in de-
14 terring crime; and

15 (4) best practices for transit agencies to reduce
16 crime within public transportation systems.

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