

119TH CONGRESS
1ST SESSION

H. R. 6069

To amend title 49, United States Code, to provide for eligibility of transit support specialists for crime prevention and security grants.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 17, 2025

Ms. SIMON (for herself, Mr. FIGURES, Ms. POU, Mr. DESAULNIER, and Mr. GARAMENDI) 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 eligibility of transit support specialists for crime prevention and security grants.

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 “Rapid Intervention and
5 Deterrence for Enhanced Rider Safety Act” or the
6 “RIDER Safety Act”.

7 **SEC. 2. CRIME PREVENTION AND SECURITY.**

8 Section 5321 of title 49, United States Code, is
9 amended—

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

3 (2) by inserting “and, notwithstanding section
4 5307(a)(1)(D), operational grants from amounts
5 available under section 5338 to public transportation
6 systems for transit support specialists” after “crime
7 prevention and security”; and

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

9 “(b) DEFINITION OF TRANSIT SUPPORT SPE-
10 CIALIST.—In this section, the term ‘transit support spe-
11 cialist’ means unarmed personnel responsible for per-
12 forming a variety of duties designed to provide an added
13 sense of security to transit patrons through the presence
14 of such personnel on transit vehicles, stops, and stations
15 and engagement with the public, deterring and reporting
16 disruptive behavior within transit systems, including—

17 “(1) monitoring transit stations and transit ve-
18 hicles;

19 “(2) providing assistance to transit riders and
20 personnel;

21 “(3) assisting with and reports medical emer-
22 gencies;

23 “(4) engaging with transit system personnel
24 and the public to establish an official presence and
25 deter disruptive behavior and security risks;

1 “(5) observing and reporting suspicious activity
2 and security threats to transit system personnel and
3 law enforcement;

4 “(6) handling minor, non-criminal conflicts
5 through alternative channels to preserve law enforce-
6 ment resources for critical or emergency incidents;
7 and

8 “(7) connecting patrons with or performing cri-
9 sis intervention services to de-escalate conflicts.”.

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