

# Update on Transit Worker Assault Prevention and Mitigation

October 10, 2022

---

**Stewart Mader**

Program Analyst (Policy)  
Office of Transit Safety and Oversight  
Federal Transit Administration



# Presentation Purpose and Agenda

The purpose of this presentation is to provide updates on the Federal Transit Administration (FTA) approach to reducing transit worker assault.

## Presentation Agenda

- Transit Worker Assault: By The Numbers
- Protecting Transit Workers from Assault
  - Federal Register Notice on PTASP Regulation (49 CFR 673)
  - Enhanced Transit Safety and Crime Prevention Initiative
  - Bipartisan Infrastructure Law Requirements and Dear Colleague Letter
- Required Actions Regarding Transit Worker Assault

# Transit Worker Assault

From 2008-2021, transit agencies reported an average of **241** worker assault events per year

- **192** per year occurring in or on transit vehicles
- **44** per year occurring in transit revenue facilities
- **Five** per year occurring in non-public locations, such as maintenance shops and yards

This data includes only the most serious events, and may significantly underestimate the total number of assaults

# Protecting Transit Workers from Assault

## Federal Register Notice: [Protecting Public Transportation Operators From the Risk of Assault](#)

- Address safety risk related to operator assault as determined by Safety Management System (SMS)
- Identify hazards associated with operator assault
- Use Safety Risk Management processes to assess safety risk related to operator assault
- Develop mitigations or strategies to address the safety risk



# Enhanced Transit Safety and Crime Prevention Initiative

- Transit worker and rider safety is a top priority for the Biden-Harris Administration and the U.S. Department of Transportation
- FTA's [Enhanced Transit Safety and Crime Prevention Initiative](#) provides information and resources to help transit agencies
- For more information, contact [FTASystemSafety@dot.gov](mailto:FTASystemSafety@dot.gov)



The screenshot shows the top portion of the Federal Transit Administration website. At the top, it says "United States Department of Transportation" and "Federal Transit Administration" with the agency logo. A navigation bar includes "Home", "Regulations and Programs", and "Safety". The main heading is "Enhanced Transit Safety and Crime Prevention Initiative". Below this are three images: a transit worker on a platform, a hand holding a handrail on a train, and a person boarding a bus. The "Overview" section begins with the text: "Transit worker and rider safety is a top priority for the Biden-Harris Administration and the U.S. Department of Transportation. Public transit is a safe form of transportation. Transit workers should expect a safe workplace and riders should expect a safe trip."

# Enhanced Transit Safety and Crime Prevention Initiative: Funding & Training

## Federal Funding

[Section 5307](#) and [5311](#) funding

[Section 5337 State of Good Repair Grants](#)

[Section 5339 Grants for Buses and Bus Facilities](#)

[COVID-19 supplemental funding](#) and [security operating expenses](#)

[FTA safety research programs](#)

## Training

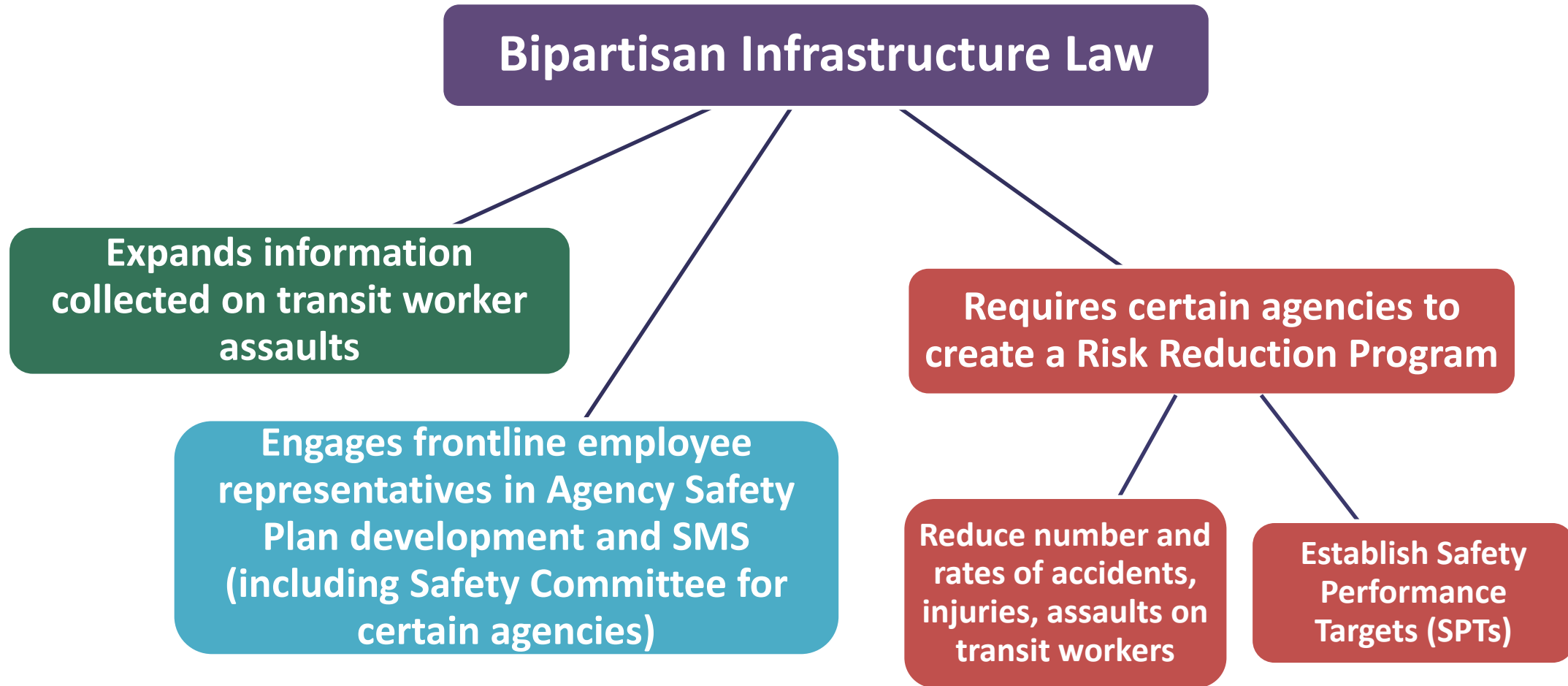
[Assault Awareness and Prevention for Transit Operators](#)

[Violence in the Transit Workplace](#)

**Course Registration:** Contact NTI at 848-932-1700 or [nti\\_info@nti.rutgers.edu](mailto:nti_info@nti.rutgers.edu)  
**Questions** about FTA safety training offerings: [FTASafetyPromotion@dot.gov](mailto:FTASafetyPromotion@dot.gov)



# New Requirements Relevant to Worker Assault

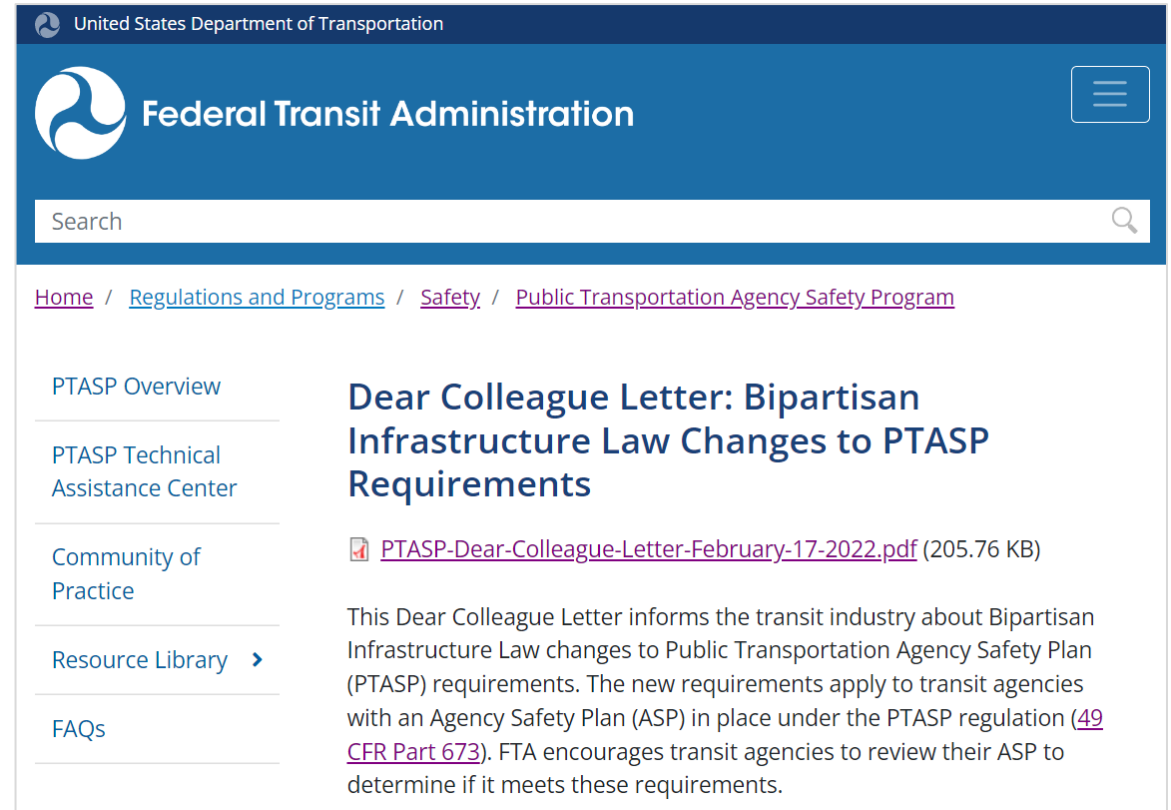




# Updates to PTASP Regulation and NSP

FTA is in the process of revising the National Public Transportation Safety Plan and the PTASP regulation (49 CFR Part 673) to incorporate the new Bipartisan Infrastructure Law requirements:

- NSP: establish safety performance measures to address new risk reduction program requirements
- 49 CFR Part 673: incorporate the risk reduction program and other Bipartisan Infrastructure Law requirements




The screenshot shows the Federal Transit Administration website. The header includes the United States Department of Transportation logo and the Federal Transit Administration logo. A search bar is visible. The breadcrumb trail reads: Home / Regulations and Programs / Safety / Public Transportation Agency Safety Program. The main content area features a sidebar with links to PTASP Overview, PTASP Technical Assistance Center, Community of Practice, Resource Library, and FAQs. The main content area displays a "Dear Colleague Letter: Bipartisan Infrastructure Law Changes to PTASP Requirements" with a PDF link for "PTASP-Dear-Colleague-Letter-February-17-2022.pdf (205.76 KB)". The text of the letter states: "This Dear Colleague Letter informs the transit industry about Bipartisan Infrastructure Law changes to Public Transportation Agency Safety Plan (PTASP) requirements. The new requirements apply to transit agencies with an Agency Safety Plan (ASP) in place under the PTASP regulation (49 CFR Part 673). FTA encourages transit agencies to review their ASP to determine if it meets these requirements."



# Special Directives: Required Actions Regarding Transit Worker Assault

- Confirm whether and how named recipients are addressing transit worker assault risk using their SMS processes
- Determine if additional FTA intervention is required to reduce transit worker assault likelihood and/or severity
- The list of Special Directives can be found at <https://www.transit.dot.gov/regulations-and-guidance/safety/fta-special-directives>



The screenshot shows the Federal Transit Administration website. The header includes the United States Department of Transportation logo and the Federal Transit Administration logo. A search bar is visible. The main content area is titled 'FTA Special Directives' and includes a navigation menu on the left with items like 'Transit Safety & Oversight', 'COVID-19 Info', 'PTASP Technical Assistance Center', 'Safety Rulemaking', 'Safety Guidance', and 'General Directives'. The main text explains that FTA may issue special directives to one or more named recipients of FTA funding when it:

- believes that a recipient is engaging in conduct, or there is evidence of a pattern or practice of a recipient's conduct, in violation of the Public Transportation Safety Program or any regulation or directive issued under those laws for which the Administrator exercises enforcement authority for safety;
- determines that an unsafe condition or practice, or a combination of unsafe conditions and practices, exists such that there is a substantial risk of death or personal injury, or damage to property or equipment; or
- determines that the public interest requires the avoidance or mitigation of a hazard or risk through immediate compliance.

# Special Directive Anticipated Outcomes

## Information gathered will help FTA:

- Better understand whether and how the agencies reporting the majority of transit worker assaults are using SMS processes to address the safety risk associated with transit worker assaults
- Identify safety risk mitigations in place or in implementation at these agencies
- Potentially inform further appropriate action to ensure that agencies experiencing the majority of transit worker assaults use SMS processes to address associated safety risk

# Questions/Contacts

- **Training Course Registration:** Contact NTI at 848-932-1700 or [nti\\_info@nti.rutgers.edu](mailto:nti_info@nti.rutgers.edu)
- **Questions about FTA safety training offerings:**  
[FTASafetyPromotion@dot.gov](mailto:FTASafetyPromotion@dot.gov)
- **Questions about PTASP, SMS, and Transit Worker Assault Prevention and Mitigation:**  
[FTASystemSafety@dot.gov](mailto:FTASystemSafety@dot.gov) or [stewart.mader@dot.gov](mailto:stewart.mader@dot.gov)





[TRANSIT.DOT.GOV](https://www.transit.dot.gov)