

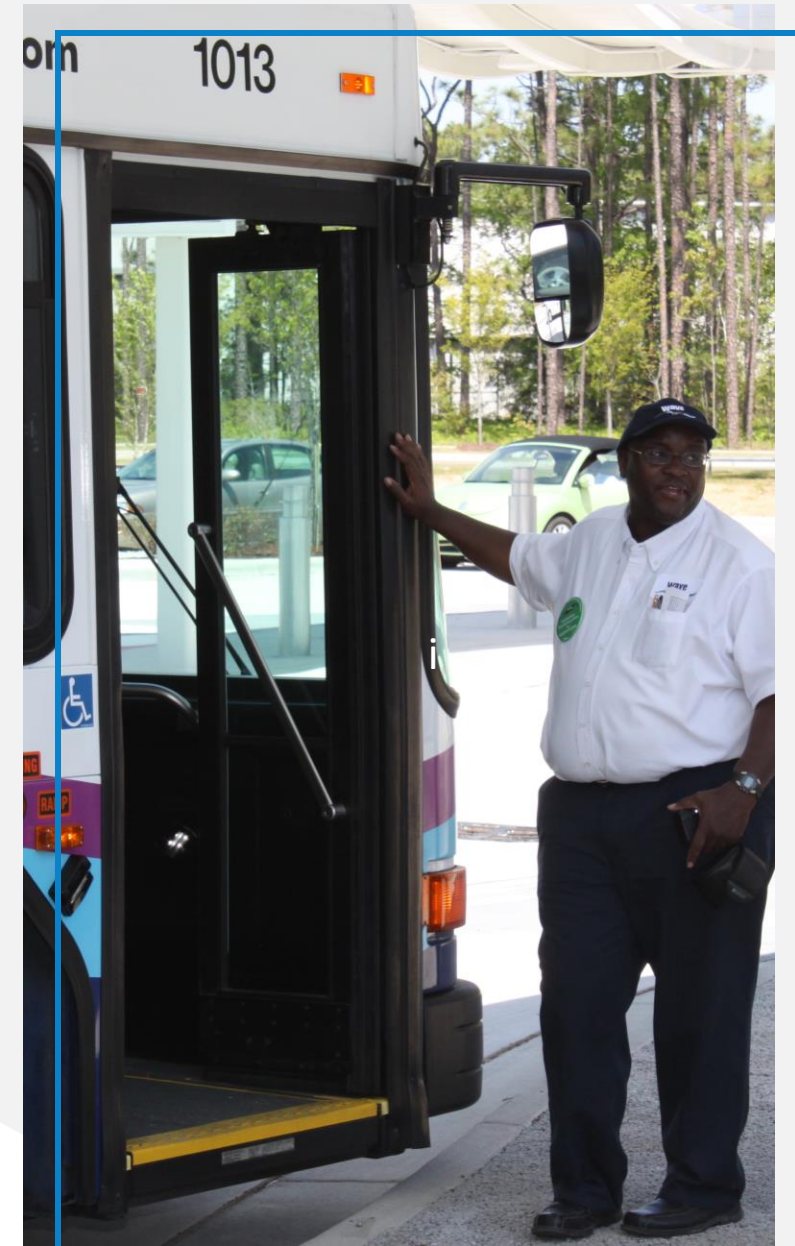
Protecting Transit Workers from Assault

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APTA Safety & Risk Management Seminar

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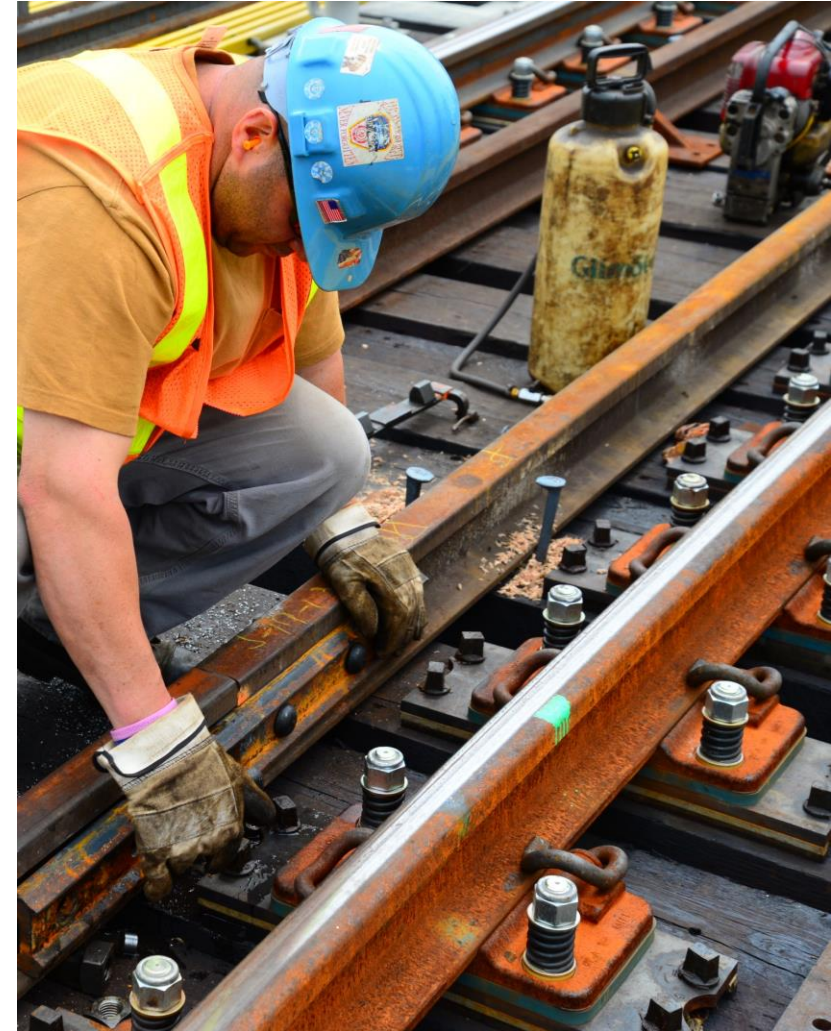


U.S. Department of Transportation
Federal Transit Administration



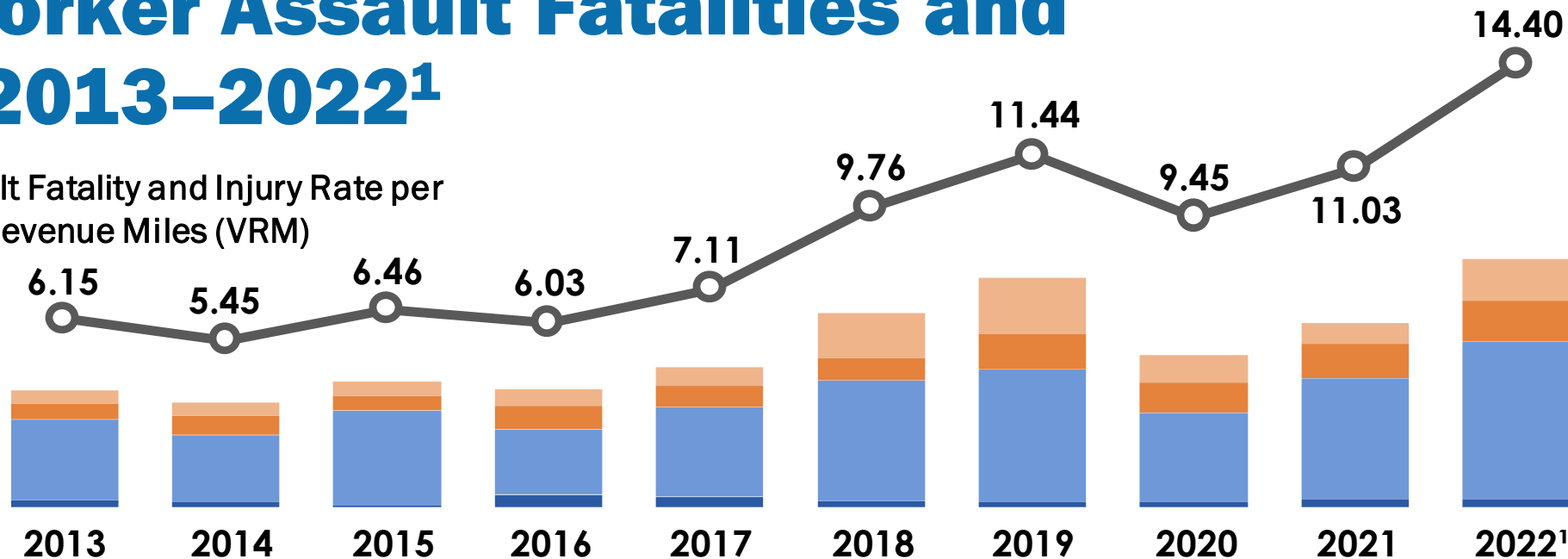
Three Key Items

1. Transit Worker Safety Actions
2. Special Directives: Required Actions Regarding Assaults on Transit Workers
 - Transit Agency Responses to Special Directives
 - Safety Risk Mitigations
 - Selected Examples
3. Key Takeaways and Next Steps



Transit Worker Assault Fatalities and Injuries, 2013–2022¹

○ Transit Worker Assault Fatality and Injury Rate per 100 Million Vehicle Revenue Miles (VRM)



Transit Worker Assault Fatalities and Injuries	222	199	239	226	268	370	439	290	352	474
On Rail Vehicles	24	24	26	32	36	85	108	53	40	80
In Rail Stations	31	36	29	46	40	44	67	56	66	77
On Bus Vehicles	151	127	179	123	171	227	252	169	228	300
In Bus Stations	16	12	5	25	21	14	12	12	18	17

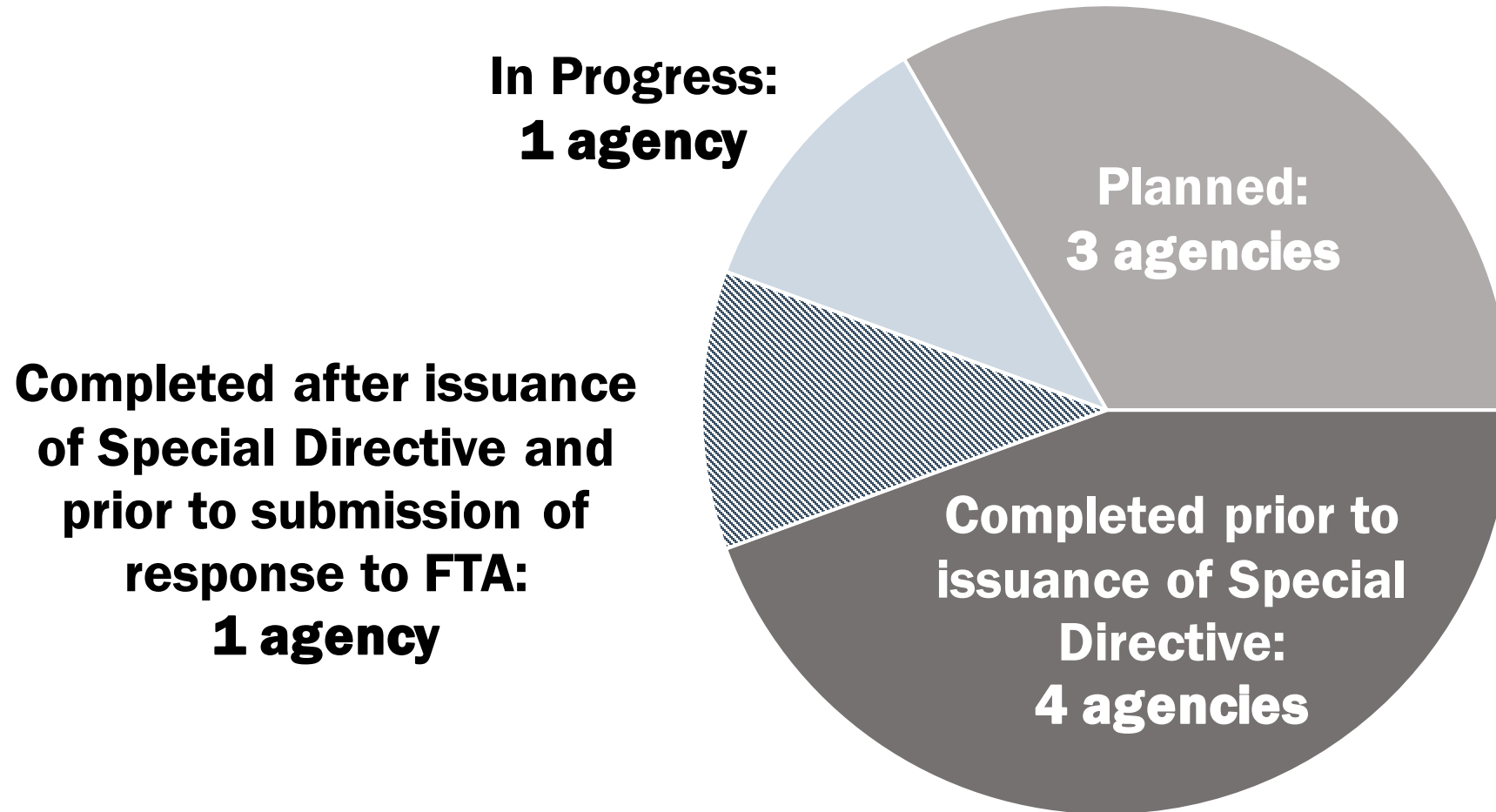
Source: National Transit Database (NTD) submissions through 5/2/2023

¹2022 data are preliminary

Transit Worker Safety Actions to Date

- 2018**
 - FTA publishes [Public Transportation Agency Safety Plans \(PTASP\) 49 CFR 673 Regulation](#)
 - [PTASP](#) Final Rule Becomes Effective
- 2019**
 - Federal Register Notice: [Protecting Public Transportation Operators From Risk of Assault](#)
- 2020**
 - FTA launches [Bus Operator Compartment Redesign Program](#)
 - FTA launches [Enhanced Transit Safety and Crime Prevention Initiative](#)
- 2021**
 - National Transit Institute begins offering [Assault Awareness and Prevention for Transit](#) training course sponsored by FTA
- 2022**
 - FTA issues Special Directives: [Required Actions Regarding Transit Worker Assault](#)
 - FTA launches [Transit Worker and Rider Safety Best Practices Research Project](#)
 - FTA [expands NTD reporting](#), as required by the Bipartisan Infrastructure Law, related to assaults on transit workers and fatalities that result from an impact with a bus
- 2023**
 - FTA publishes proposed new [PTASP](#) requirements for public comment
 - FTA publishes proposed updates to the [National Public Transportation Safety Plan \(NSP\)](#), FTA's primary guidance document to improve transit safety performance

Special Directives: Required Actions Regarding Assaults on Transit Workers



Safety Risk Mitigations

Safety Risk Mitigation	# Agencies	Complete	In Progress
Operator Area Protective Barriers	9	5	4
De-Escalation Training Program	8	6	2
Video and Audio Surveillance	8	7	1
Policing Strategies	7	7	-
Operating Procedures and Training	6	6	-
Emergency/Silent Alarms	6	6	-
Automatic Vehicle Location	4	4	-
Communication Devices and Protocols	4	4	-
Public Awareness Campaigns	3	3	-
Surveillance/Penalty Signage	3	2	1

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Key Takeaways and Questions for Consideration

Safety Risk Assessment is critical for understanding the risk to workers and developing mitigations

Has your agency performed a Safety Risk Assessment for transit worker assault?

Data can inform effectiveness of mitigations for assaults on transit workers

Does your agency have enough data to monitor mitigation effectiveness?

Consider prioritizing mitigations that are completely or mostly within an agency's control to implement and measure

How can you empower employees to use de-escalation mindset and techniques, employee safety reporting program, etc.?

Proposed Rulemaking

Transit Worker and Public Safety

- This rule would establish minimum baseline standards and risk-based requirements to address transit worker and public safety based on the most current research and available information, including but not limited to, addressing the requirements of Section 3022 of the Fixing America's Surface Transportation Act.
- The purpose of this rulemaking is to reduce serious injury events and fatalities from assaults involving transit workers, passengers, and the public.

Proposed General Directive

Required Actions Regarding Assaults on Transit Workers

- Conduct Safety Risk Assessment (SRA) for assaults on transit workers
 - All PTASP-applicable transit agencies
 - Within 60 days of issuance of final General Directive, unless agency has conducted within past 12 months
- Identify safety risk mitigations
 - Each transit agency serving a large urbanized area must involve the joint labor-management Safety Committee when identifying safety risk mitigations
- Submit information to FTA
 - Each transit agency must submit information on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers

Proposed General Directive

Anticipated Outcomes

- Ensure that each transit agency is taking a formal look at the safety risk related to assaults on transit workers on their system
- Contribute to transit agencies and their joint labor-management Safety Committees identifying scalable and effective mitigations across the range of services they provide and situations that contribute to the risk of assaults on transit workers
- Inform future Federal action to protect transit workers

Share Your Comments



Thank you!

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U.S. Department of Transportation
Federal Transit Administration

FTA Mission, Vision, Values



Mission

Improve America's Communities through Public Transportation



Vision

A Better Quality of Life for All Built on Public Transportation Excellence

Values

Service

Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs

Integrity

Commitment to the highest professional and ethical standards

Innovation

Foster new ideas, concepts, and solutions for improved outcomes

Sustainability

Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety

Equity

Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life