

Protecting Transit Workers from Assault

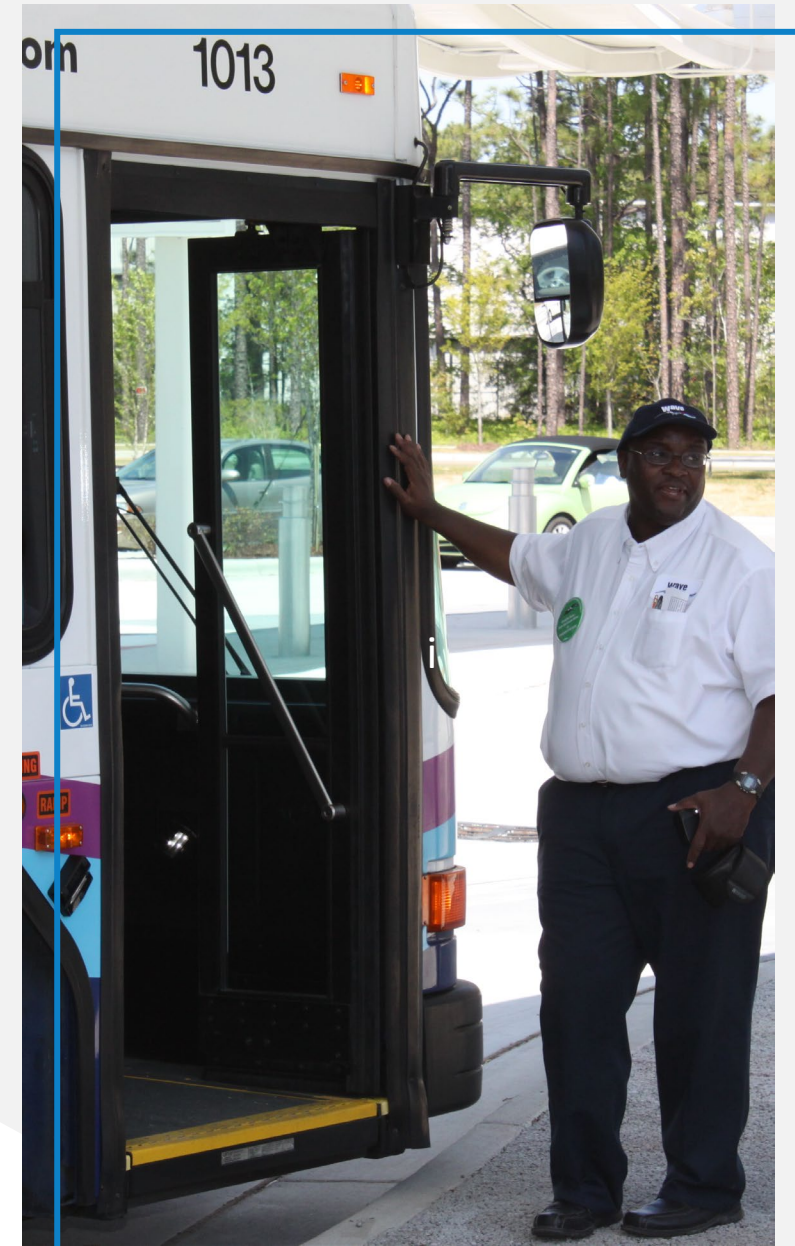
Stewart Mader, PTSCTP
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APTA Mobility Conference

4/30/2024

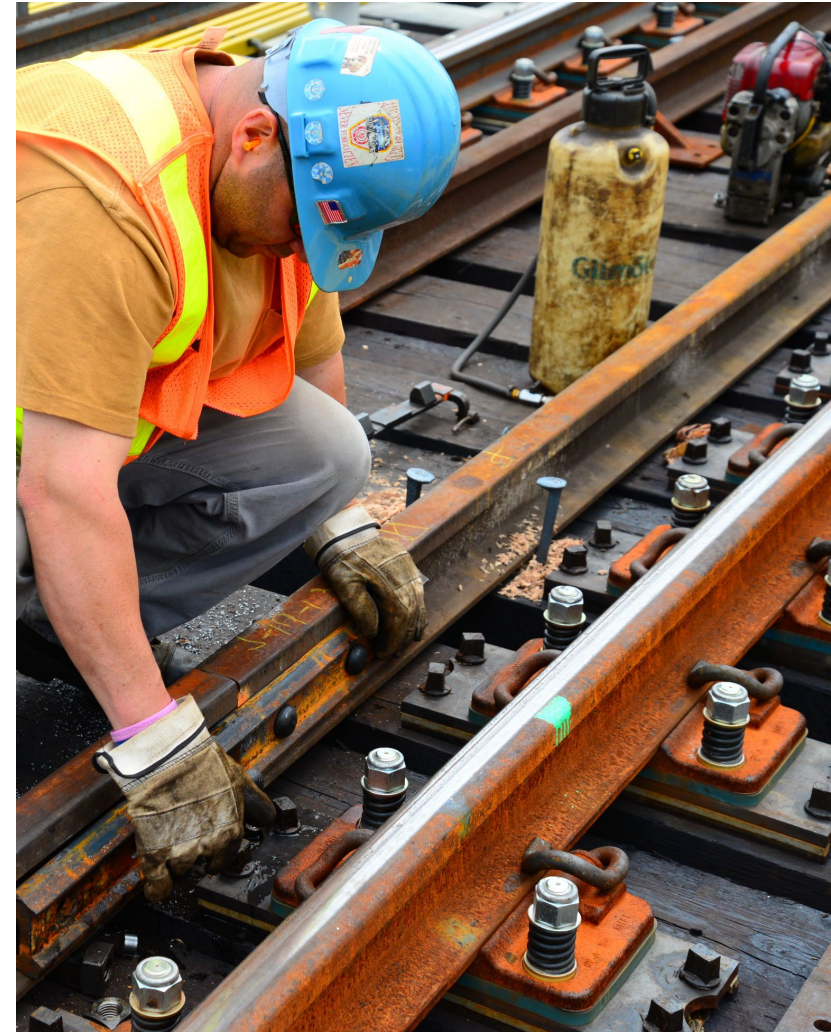


U.S. Department of Transportation
Federal Transit Administration

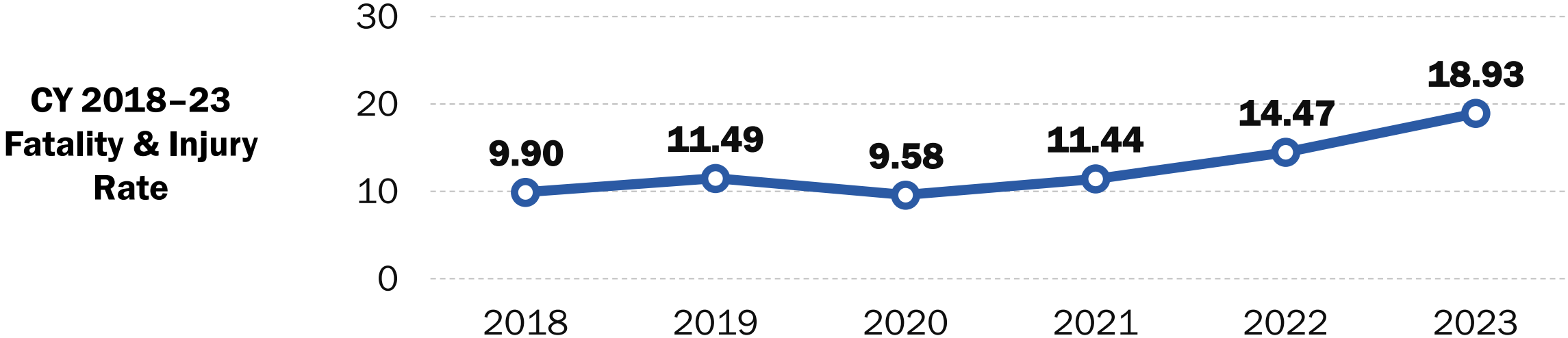


Three Key Items

1. Transit Worker Safety Trends & Actions
2. Updates
 - Proposed General Directive 24-1: Required Actions Regarding Assaults on Transit Workers
 - Public Transportation Agency Safety Plans (PTASP) Final Rule
3. Technical Assistance Resources



Assaults on Transit Workers Fatalities & Injuries: CY 2018–23



	2018	2019	2020	2021	2022	2023
Events	374	435	292	345	463	10,609*
Fatalities	0	1	1	11	2	2
Injuries	375	440	293	354	474	650

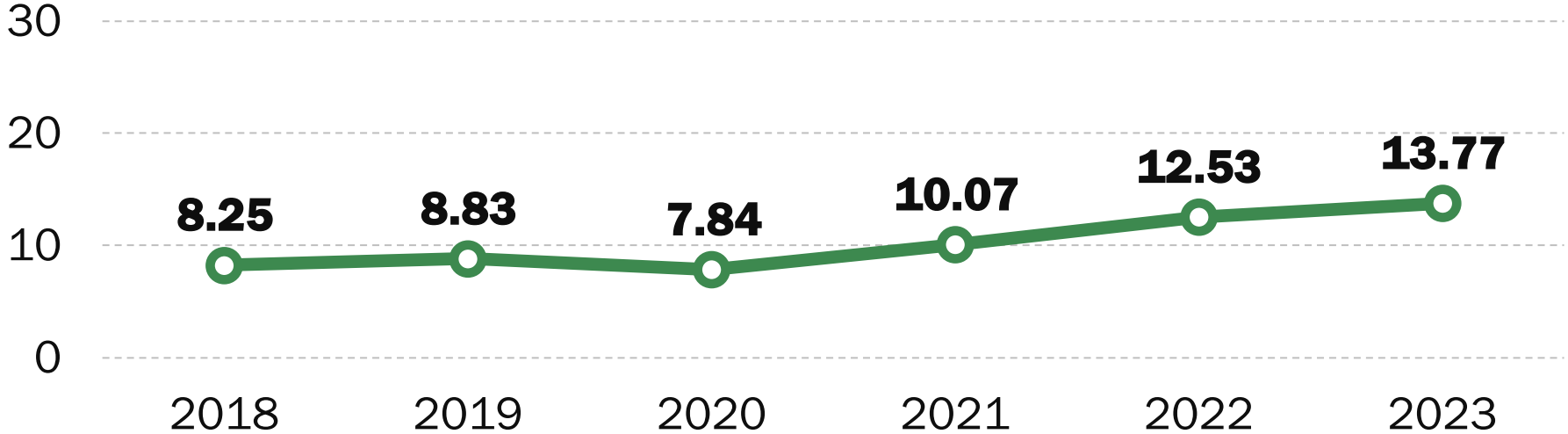
Source: National Transit Database (NTD). CY 2023 data are preliminary.
 Combined fatality and injury rate is calculated per 100 Million Vehicle Revenue Miles (100M VRM).

Data as of: Apr 2, 2024

Assaults on Transit Workers

Fatalities & Injuries on Bus: CY 2018–23

**CY 2018–23
Bus Fatality &
Injury Rate**



**Percentage of
Fatalities and
Injuries by
Location**

Location	2018	2019	2020	2021	2022	2023
Vehicle	92%	95%	91%	92%	94%	87%
Station	6%	5%	6%	7%	5%	10%
Other	2%	1%	2%	1%	1%	3%

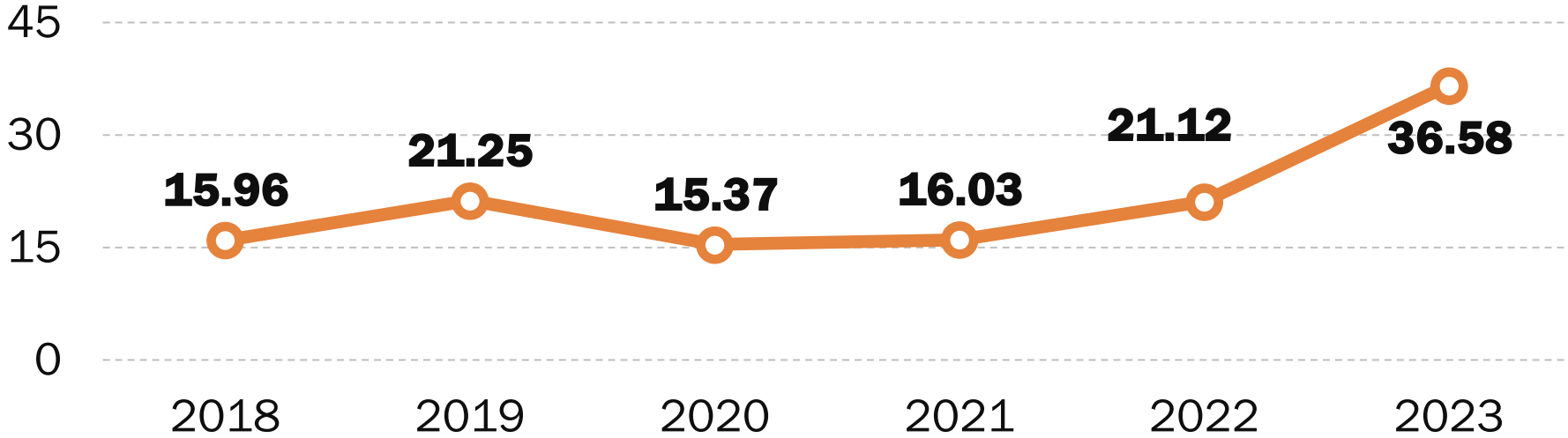
*Source: National Transit Database (NTD). CY 2023 data are preliminary.
Combined fatality and injury rate is calculated per 100 Million Vehicle Revenue Miles (100M VRM).*

Data as of: Apr 2, 2024

Assaults on Transit Workers

Fatalities & Injuries on Rail: CY 2018–23

**CY 2018–23
Rail Fatality &
Injury Rate**



**Percentage of
Fatalities and
Injuries by
Location**

	2018	2019	2020	2021	2022	2023
Vehicle	66%	62%	49%	34%	51%	39%
Station	34%	38%	51%	56%	48%	61%
Other	0%	0%	0%	9%	1%	0%

*Source: National Transit Database (NTD). CY 2023 data are preliminary.
Combined fatality and injury rate is calculated per 100 Million Vehicle Revenue Miles (100M VRM).*

Data as of: Apr 2, 2024

Assaults on Transit Workers

New NTD Data Collection: 2023

Most events reported are non-physical assaults
All Reported Transit Worker Assaults and Homicides by Severity:
April–December 2023



Source: National Transit Database (NTD). CY 2023 data are preliminary.
**Starred categories are events that do not result in a transit worker fatality or injury.*

Data as of: Apr 2, 2024

FTA Transit Worker Safety Actions to Date

2018 – Public Transportation Agency Safety Plans (PTASP) Final Rule

2019 – Protecting Public Transportation Operators From Risk of Assault Federal Register Notice

2020 – Bus Operator Compartment Redesign Program Launched

2021 – Enhanced Transit Safety and Crime Prevention Initiative Launched

2022 – Special Directives: Required Actions Regarding Transit Worker Assault
– Transit Worker and Rider Safety Best Practices Research Project Launched

2023 – Expanded National Transit Database (NTD) Reporting for Assaults on Transit Workers
– **PTASP Notice of Proposed Rulemaking**, Proposed Changes to **National Public Transportation Safety Plan**, and **Proposed General Directive 24-1** Published for Public Comment

2024 – **Public Transportation Agency Safety Plans (PTASP) Final Rule** and
Updated National Public Transportation Safety Plan Published

Assaults on Transit Workers

Proposed General Directive 24-1

FTA published a proposed General Directive for notice and comment on December 20, 2023, and the comment period closed on February 20, 2024.

FTA received 66 comment submissions and is currently reviewing all comments.

General Directive Proposed Requirements:

Conduct Safety Risk Assessment (SRA) for assaults on transit workers: Within 60 days of issuance of GD, unless agency has conducted within past 12 months

Identify safety risk mitigations: Transit agencies serving a large urbanized area must involve the joint labor-management Safety Committee when identifying safety risk mitigations

Submit information to FTA: Transit agencies must submit information on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers

Proposed Rulemaking: Transit Worker and Public Safety

- 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 (FAST) Act
- The purpose of this rulemaking is to reduce serious injury events and fatalities from assaults involving transit workers, passengers, and the public
- FTA is currently developing the NPRM

PTASP Final Rule & National Safety Plan

FTA published PTASP Final Rule on April 11, 2024, and the updated National Public Transportation Safety Plan on April 10, 2024. PTASP Final Rule effective date is May 13, 2024. First major update to PTASP since 2018 final rule, and first rule finalized by FTA under the Bipartisan Infrastructure Law requirements to make transit safer for transit workers and passengers.

Addressing Assaults on Transit Workers in PTASP Final Rule

Strengthens frontline transit worker – management communication & increases frontline transit worker involvement in safety through Safety Committees (Large UZA) and cooperation on ASP (Small UZA)

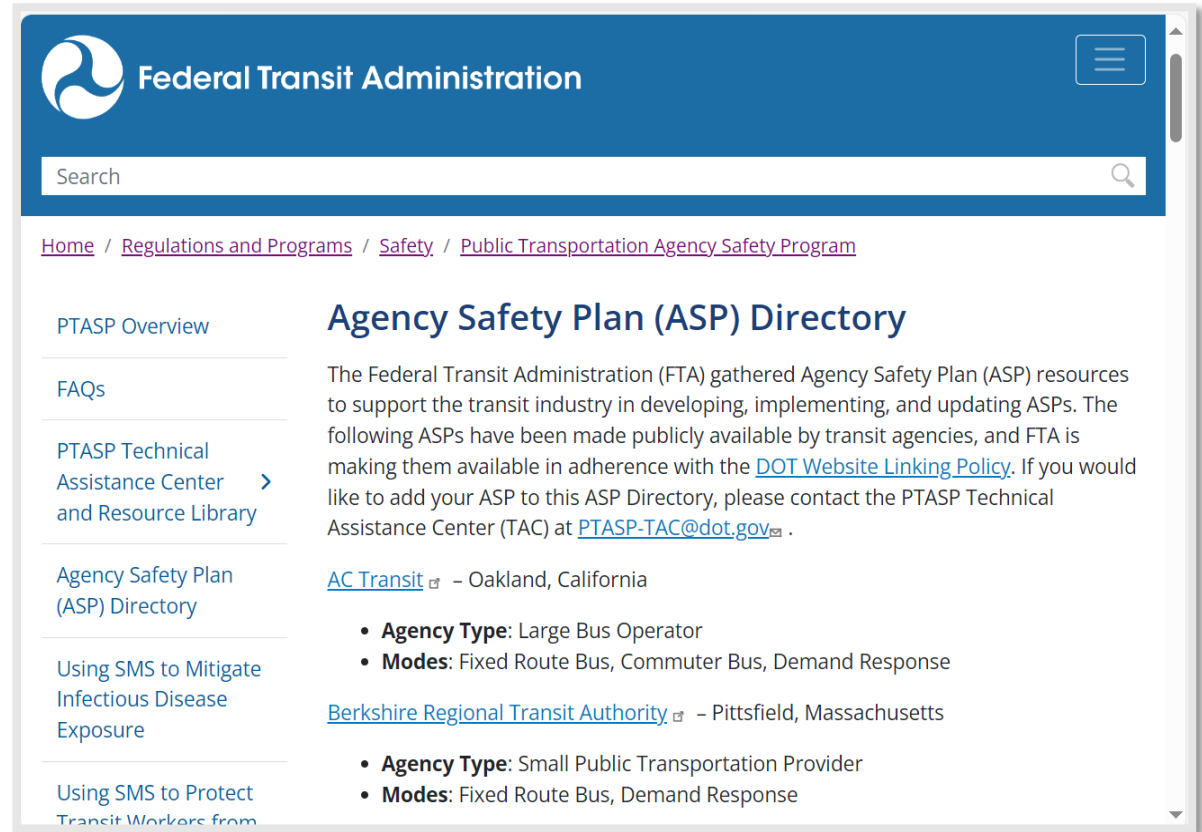
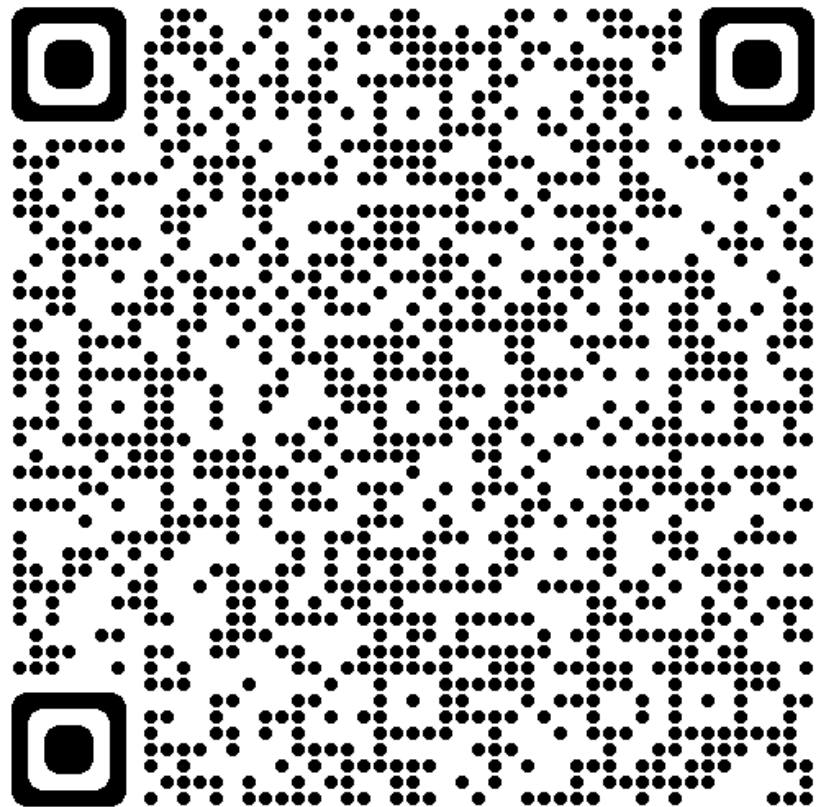
Agencies set Safety Performance Targets (SPTs) based on measures in updated National Safety Plan and Safety Committees set SPTs for safety risk reduction program, including assaults on transit workers

Safety Committee recommends safety risk mitigations under the agency's safety risk reduction program, including mitigating assaults on transit workers. Transit agencies are required to include these in the ASP and implement mitigations included in an approved ASP

Expands de-escalation training for frontline transit workers

ASP Directory

FTA updated the ASP Directory with ASPs to support the transit industry in developing, implementing, and updating ASPs.



The screenshot shows the FTA website's navigation bar with the logo and the text "Federal Transit Administration". Below the navigation bar is a search bar. The main content area features a breadcrumb trail: [Home](#) / [Regulations and Programs](#) / [Safety](#) / [Public Transportation Agency Safety Program](#). The page title is "Agency Safety Plan (ASP) Directory". The introductory text states: "The Federal Transit Administration (FTA) gathered Agency Safety Plan (ASP) resources to support the transit industry in developing, implementing, and updating ASPs. The following ASPs have been made publicly available by transit agencies, and FTA is making them available in adherence with the [DOT Website Linking Policy](#). If you would like to add your ASP to this ASP Directory, please contact the PTASP Technical Assistance Center (TAC) at PTASP-TAC@dot.gov ."

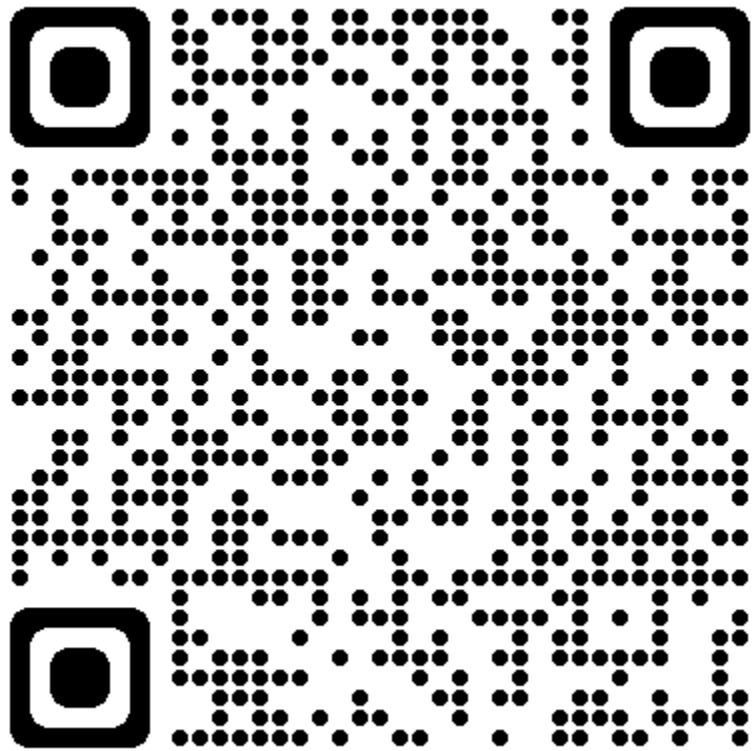
The page lists two agencies:

- [AC Transit](#) ^{external} - Oakland, California
 - Agency Type:** Large Bus Operator
 - Modes:** Fixed Route Bus, Commuter Bus, Demand Response
- [Berkshire Regional Transit Authority](#) ^{external} - Pittsfield, Massachusetts
 - Agency Type:** Small Public Transportation Provider
 - Modes:** Fixed Route Bus, Demand Response

The left sidebar contains links to "PTASP Overview", "FAQs", "PTASP Technical Assistance Center and Resource Library", "Agency Safety Plan (ASP) Directory", "Using SMS to Mitigate Infectious Disease Exposure", and "Using SMS to Protect Transit Workers from".

De-Escalation Training Resource Directory

FTA published a new training resource directory to support the transit industry in developing, implementing and updating de-escalation training.



De-Escalation Training Resource Library
Click below to see list of resources

 State Safety Oversight Agency	 Bus Transit Providers	 Rail Transit Providers
 State Departments of Transportation	 Federal Transit Administration	 Other

Thank you!

Stewart Mader

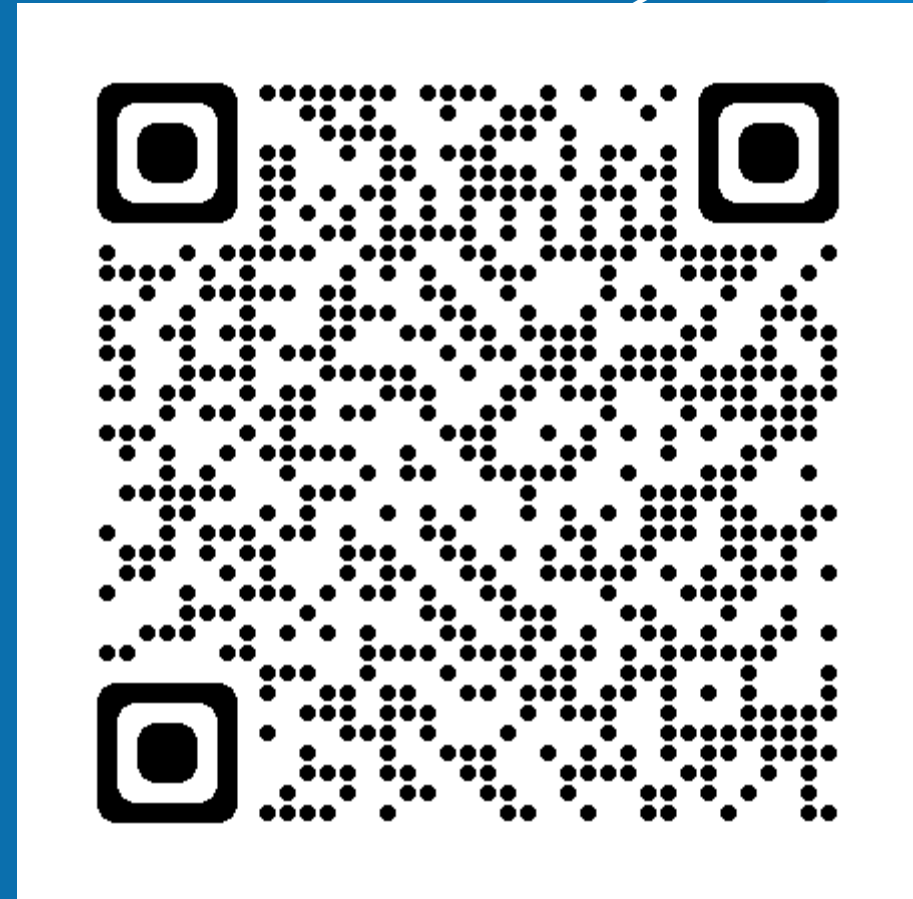
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U.S. Department of Transportation
Federal Transit Administration

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