



# Notice of Proposed General Directive: Required Actions Regarding Assaults on Transit Workers

## Overview

On December 20, 2023, FTA issued a request for public comment on a [proposed General Directive on Required Actions Regarding Assaults on Transit Workers](#). The proposed General Directive would require transit agencies subject to the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR part 673) to conduct a safety risk assessment related to assaults on transit workers on their public transportation system and provide to FTA information about how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers. This represents a significant step in reducing assaults on our nation's transit workforce using Safety Management System (SMS) principles and methods. The proposed General Directive is open for comment until February 20, 2024.<sup>1</sup>



### PTASP Technical Assistance Center

- Access one-on-one Agency Safety Plan support
- Explore the PTASP Resource Library

<https://www.transit.dot.gov/PTASP-TAC>

## Summary of the Proposed General Directive

FTA's proposed General Directive would require each transit agency subject to the PTASP regulation to take the following actions within 60 days of the issuance of the General Directive:

- Use the Safety Risk Management (SRM) process documented in its Agency Safety Plan to conduct a safety risk assessment related to assaults on transit workers on the public transportation system it operates, unless the agency has conducted a safety risk assessment related to assaults on transit workers in the twelve months preceding the date of the final General Directive;
- Identify safety risk mitigations or strategies necessary as a result of the agency's safety risk assessment;
- As required by the Bipartisan Infrastructure Law at 49 U.S.C. 5329(d)(5), each transit agency serving a large urbanized area must involve the joint labor-management safety committee when identifying and recommending these safety risk mitigations;
- Provide information to FTA on how it is assessing, mitigating and monitoring the safety risk associated with assaults on transit workers, including
  - Likelihood and severity of potential consequences,

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<sup>1</sup> The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

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- Risk rating(s), and
- Information related to identified safety risk mitigations and data to monitor mitigation effectiveness.

This safety risk assessment approach to transit worker safety is grounded in the SMS principles and methods FTA has adopted to enhance the safety of public transportation. It will ensure that each transit agency is taking a formal look at the risk of assaults on transit workers on their system. It will contribute to agencies identifying mitigations that are scalable and effective across the range of services they provide and the situations that contribute to the risk of assault on transit workers.

## Technical Assistance and Resources

FTA has developed [technical assistance resources](#) to help agencies conduct a safety risk assessment for the risk of assaults on transit workers and develop mitigations based on the safety risk assessment.

To help develop their safety risk assessments, agencies can also use [National Transit Database \(NTD\) datasets](#). In August, FTA released the first datasets that include the new categorization for assaults on transit workers. Currently these are “year-to-date” values published 90 days after the close of the month. This means for example, that the December release includes events occurring through August 2023. This data is available in the following data products:

- [Safety & Security Major event Time Series Data](#)
- [Safety & Security Event Details](#):
  - [Major Safety Events](#)
  - [Non-Major Safety Events](#)

NTD’s [Monthly Modal Time Series](#) now publishes greater detail and gives data for Non-Major Physical Assaults, Non-Major Non-Physical Assaults, Major Physical Assaults and Major Non-Physical Assaults for the person types of “Operators” and “Other Transit Workers.” The series also calculates Total Assaults on Transit Workers.

## Resources

- [Using SMS to Protect Transit Workers from Assaults](#)
- [Addressing Operator Assault through Your Agency’s SMS](#) (webinar recording)
- [An SMS Approach to Operator Assault](#)
- [Developing Mitigations in Response to a Safety Risk Assessment](#)
- [Enhanced Transit Safety and Crime Prevention Initiative](#)
- [Special Directives: Required Actions Regarding Transit Worker Assault](#)

## De-Escalation Training

- Assault Awareness and Prevention for Transit Operators: [Direct Delivery](#) or [On-Demand](#)
- Assault Awareness and Prevention for Transit Operators for Transit Agency Instructional Staff: [Train the Trainer](#)
- Violence in the Transit Workplace – Prevention, Response and Recovery: [On-Demand](#) (for transit operators) or [Train the Trainer](#) (for instructional staff)