

Session #15

Responses to General Directive 24-1: Required Actions Regarding Assaults on Transit Workers



2025 Joint SSO and RTA Workshop

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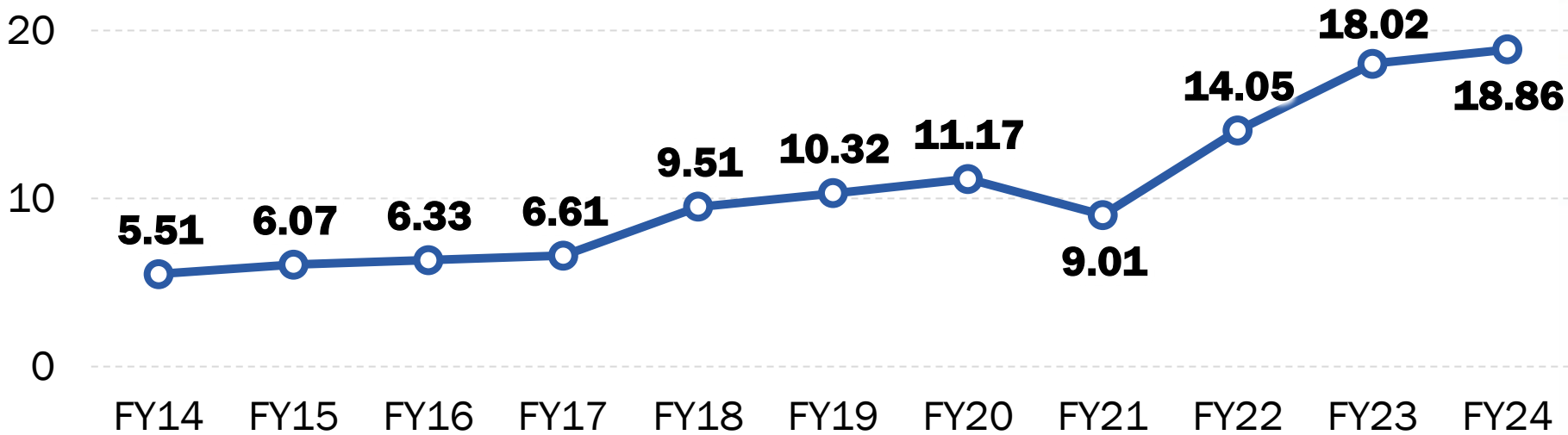
Agenda

1. Assaults on Transit Workers Data
2. General Directive Background
3. Transit Agencies' Safety Risk Assessments
4. Mitigation Status
5. Resources



Major Transit Worker Assaults: FY 2014–24

Major Transit Worker
Assault Event Rate per
100 Million Vehicle
Revenue Miles
(100M VRM)



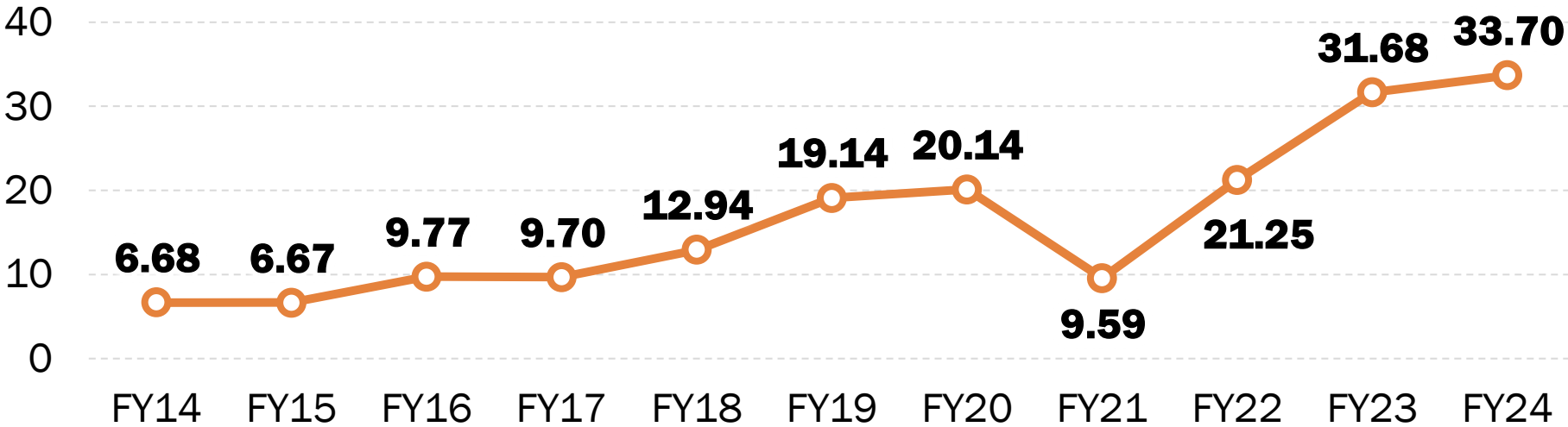
Raw Event,
Fatality, and
Injury Counts

Major Assaults	200	224	237	249	359	395	364	284	459	615	669
Fatalities	0	1	0	0	0	1	0	12	1	3	5
Injuries	203	225	243	254	360	399	368	290	469	656	717

• **Source:** National Transit Database (NTD)
FY 2024 data are preliminary.

Major Rail Transit Worker Assaults: FY 2014–24

Major Rail Transit
Worker Assault Event
Rate per 100M VRM

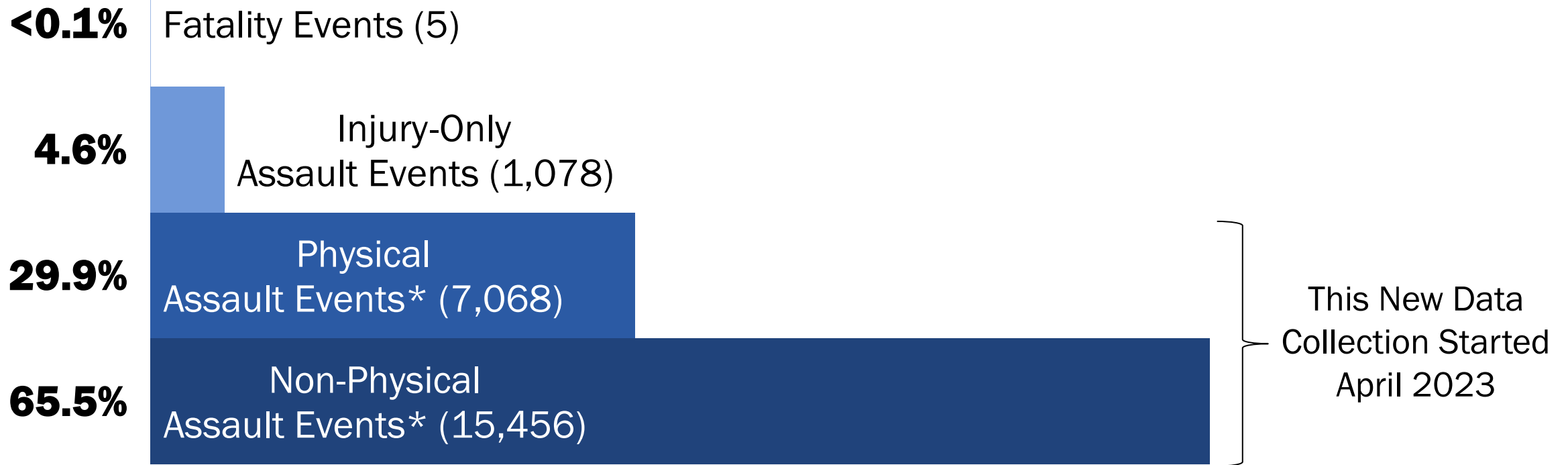


Raw Event,
Fatality, and
Injury Counts

Major Assaults	51	52	77	78	104	157	148	70	156	246	265
Fatalities	0	1	0	0	0	0	0	10	0	2	0
Injuries	54	52	79	80	105	162	150	74	165	279	307

• **Source:** National Transit Database (NTD)
FY 2024 data are preliminary.

All Transit Worker Assaults by Severity: April 2023–October 2024



- **Source:** National Transit Database (NTD)

**Starred categories are events that do not result in a transit worker fatality or injury.*



Background

As part of its continued commitment to protect America's frontline transit workers, FTA issued a General Directive to address the significant and continuing safety risk associated with assaults on transit workers nationwide.

The directive, issued in September 2024, required the more than 700 transit agencies subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation at 49 CFR part 673 to:

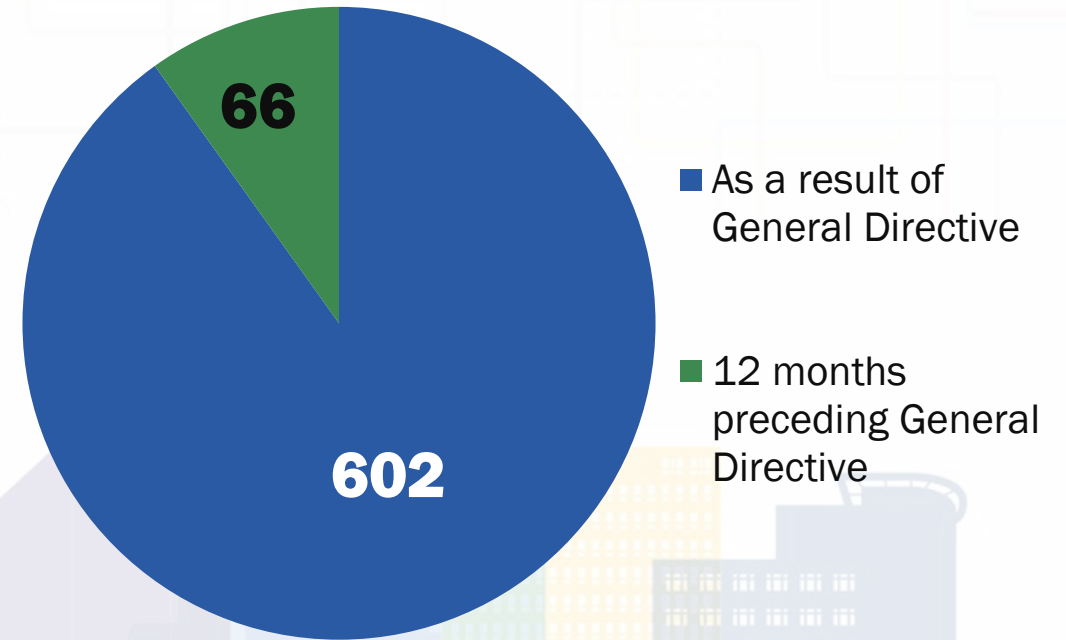
- 1 Conduct a safety risk assessment** related to assaults on transit workers using the Safety Management System (SMS) processes documented in their Agency Safety Plan (ASP), unless the agency conducted a safety risk assessment related to assaults on transit workers in the twelve months preceding the date of issuance of the General Directive.
- 2 Identify safety risk mitigations** or strategies necessary as a result of the safety risk assessment.
- 3 Provide information to FTA within 90 days** of issuance of the General Directive on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers.

Timing of Safety Risk Assessments

Did the General Directive result in transit agencies conducting a safety risk assessment?

- **Yes.**

- 90% of transit agencies that submitted reports (602 transit agencies) conducted a safety risk assessment ***as a result of the General Directive.***
- 10% (66 transit agencies) reported that a safety risk assessment on this topic had been completed ***in the twelve months prior*** to the date of issuance of the General Directive.

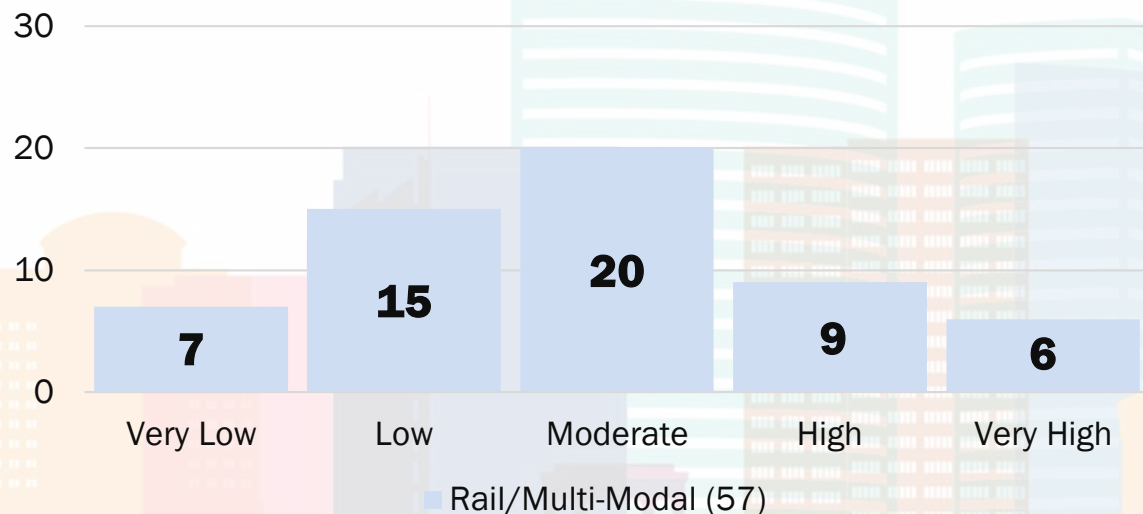


Likelihood and Severity Ratings–Rail/ Multi-modal Agencies

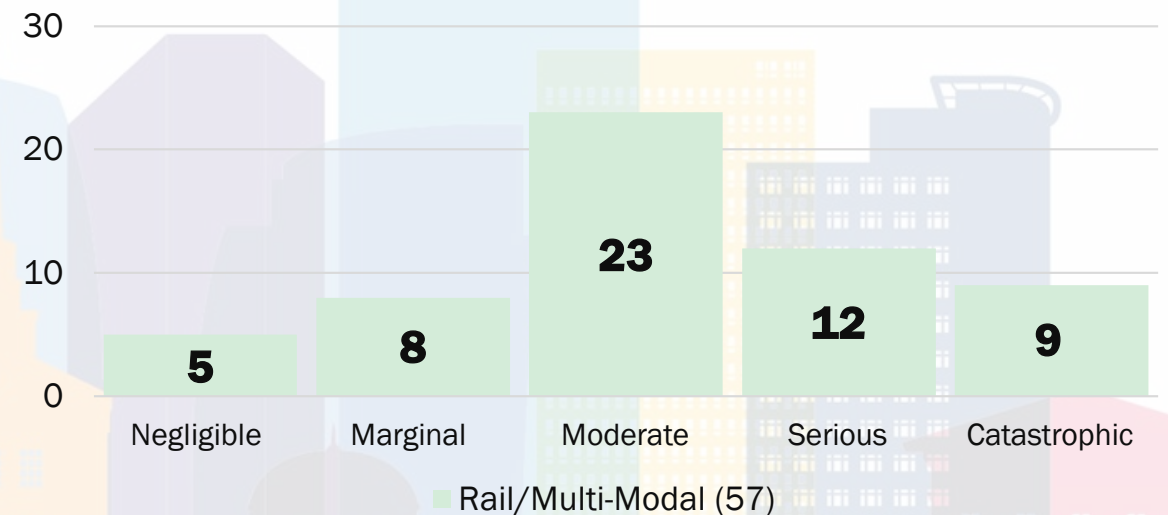
How are rail/multi-modal transit agencies rating the risk of the potential consequences of assaults on transit workers?

The General Directive required transit agencies to provide an overall risk rating (likelihood and severity) for the potential consequences of assaults on transit workers.

Rail/Multi-Modal Overall Risk Rating (Likelihood)



Rail/Multi-Modal Overall Risk Rating (Severity)

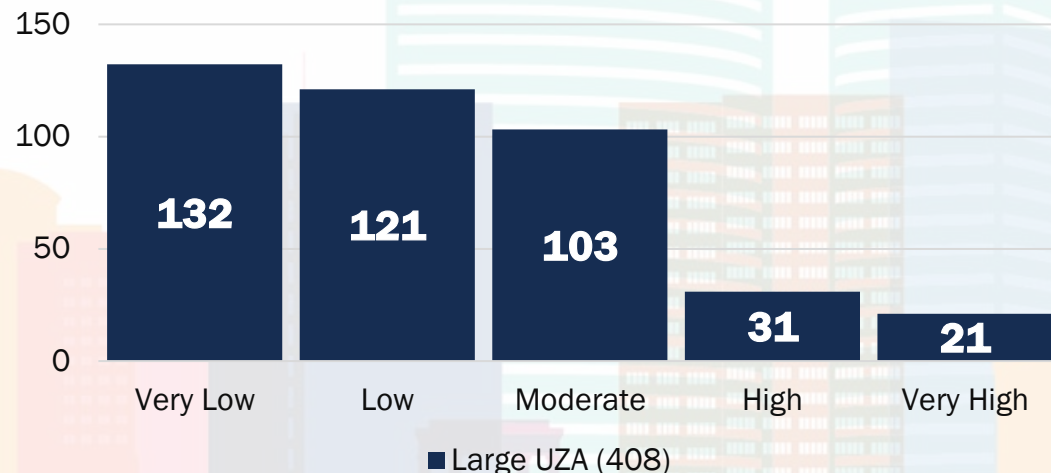


Large UZA Agencies and the Overall Likelihood Risk Rating

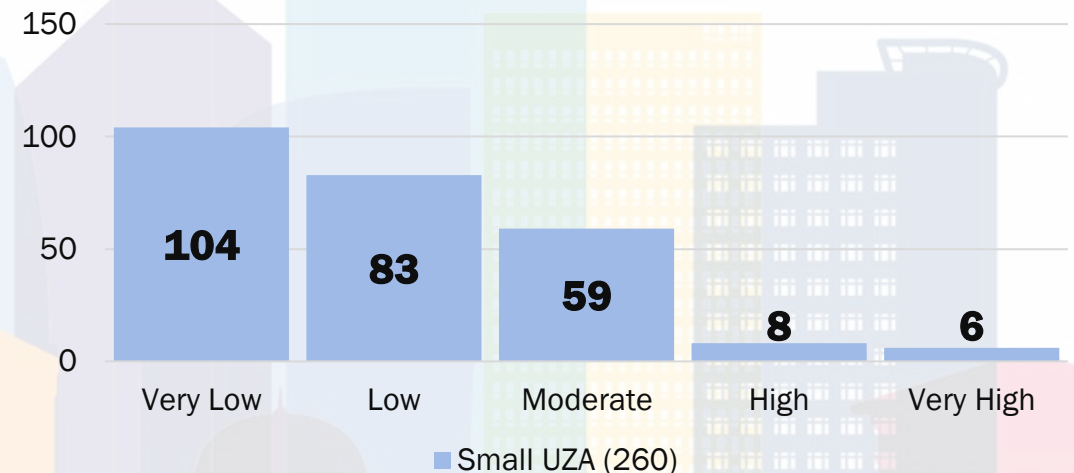
How are transit agencies rating the risk of the potential consequences of assaults on transit workers?

The General Directive required transit agencies to provide an overall risk rating (likelihood and severity) for the potential consequences of assaults on transit workers. The charts below illustrate the overall distribution of the likelihood risk rating transit agencies submitted, separated by the size of the UZA the transit agency serves.

Large UZA Overall Risk Rating (Likelihood)



Small UZA Overall Risk Rating (Likelihood)

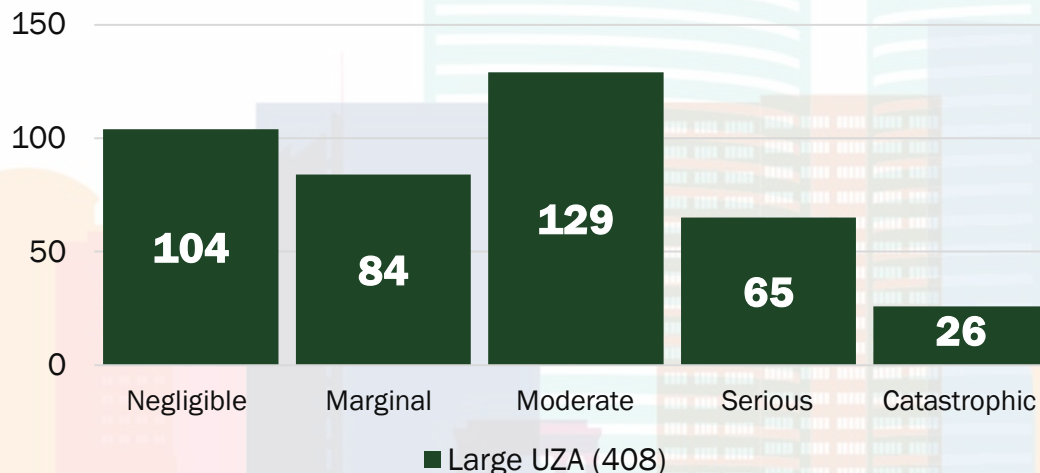


Small UZA Agencies and the Overall Severity Risk Rating

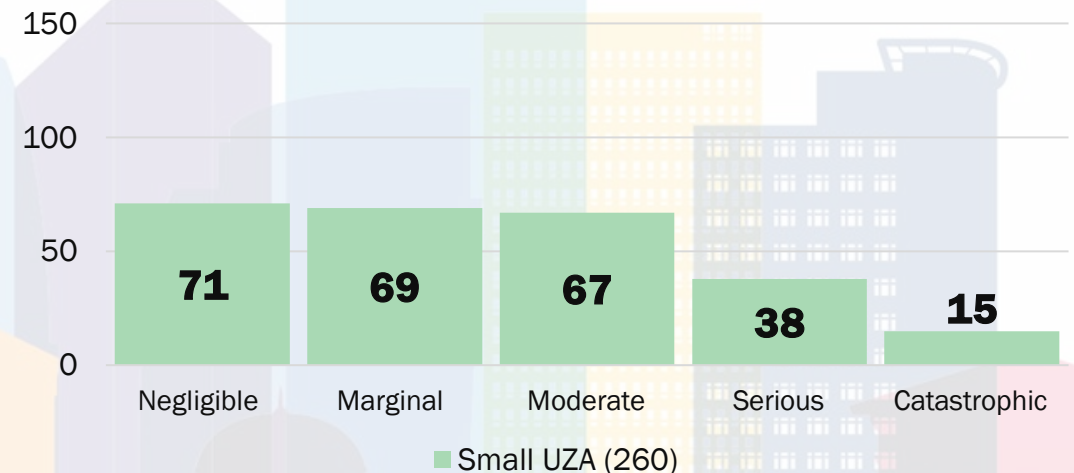
How are transit agencies rating the risk of the potential consequences of assaults on transit workers?

The General Directive required transit agencies to provide an overall risk rating (likelihood and severity) for the potential consequences of assaults on transit workers. The charts below illustrate the overall distribution of the severity risk rating transit agencies submitted, separated by the size of the UZA the transit agency serves.

Large UZA Overall Risk Rating (Severity)



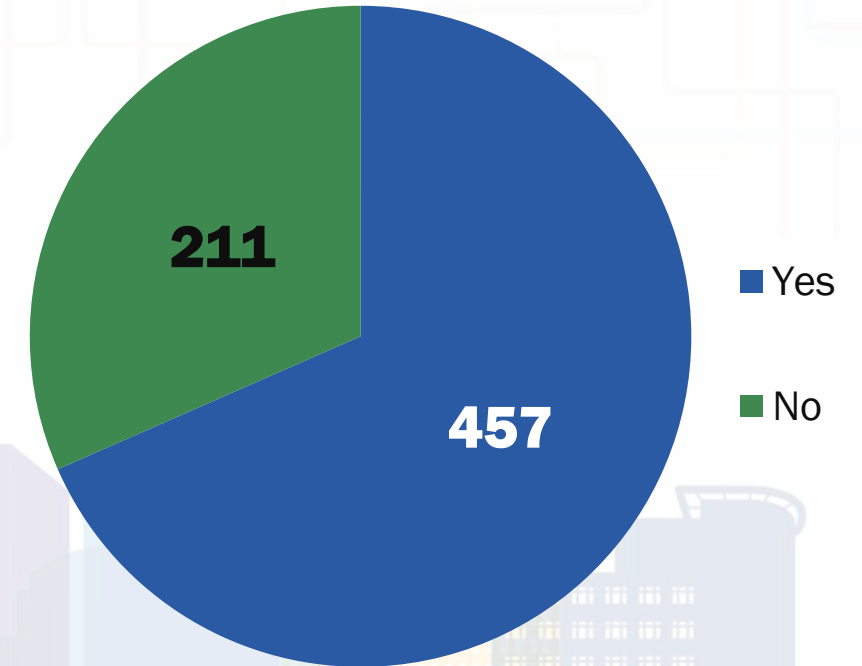
Small UZA Overall Risk Rating (Severity)



Mitigations and the Safety Risk Assessment

How many transit agencies and/or their Safety Committees determined mitigations were necessary through the agency's safety risk assessment?

68% (457 transit agencies and/or Safety Committees) determined that safety risk mitigations were necessary to reduce the hazard's assessed risk.



Mitigation Status

What mitigations are transit agencies deploying?



#1 De-Escalation Training



#2 Video/Audio Surveillance



#3 Operating Policies and Procedures



#4 Signage Informing Riders of Surveillance/Penalties

Mitigation Status (continued)

What are some additional mitigations specific to different types of transit agencies?



**#5 Communication Protocols
(All Agencies)**



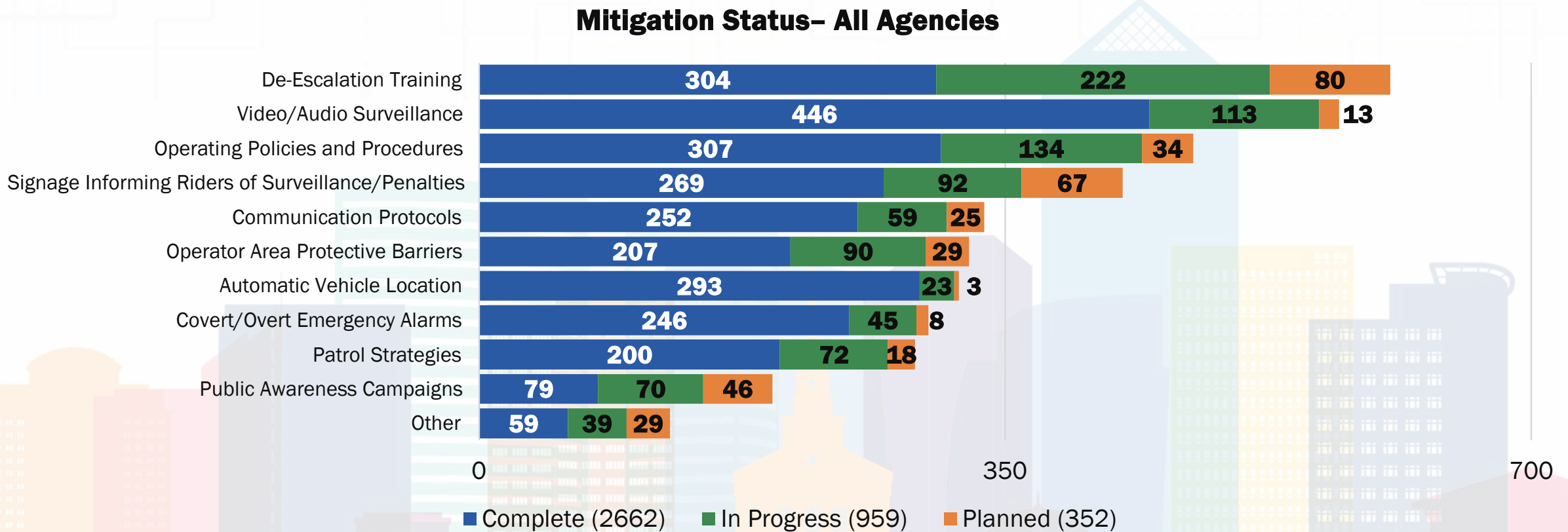
**#5 Patrol Strategies
(Large Bus)**



**#5 Automatic Vehicle Location
(Small Bus)**

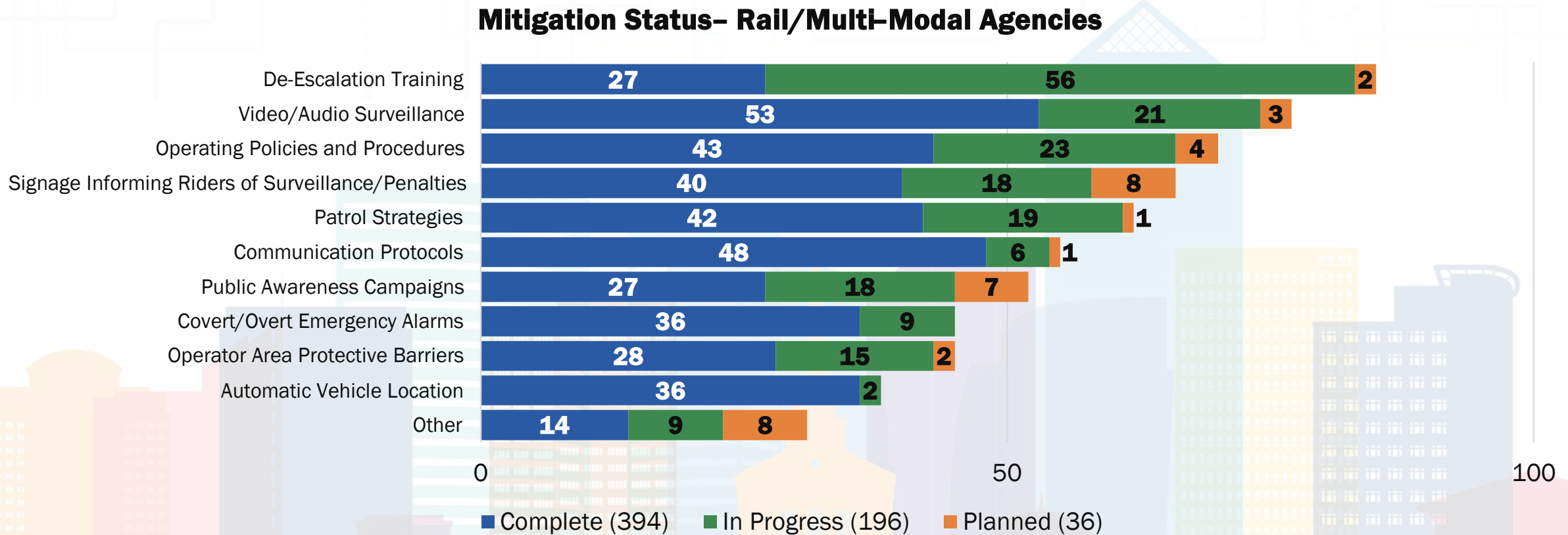
Mitigation Status for All Agencies

What types of mitigations have transit agencies and/or their Safety Committees identified and what is the status of implementing them?



Mitigation Status for Rail/Multi-Modal Agencies

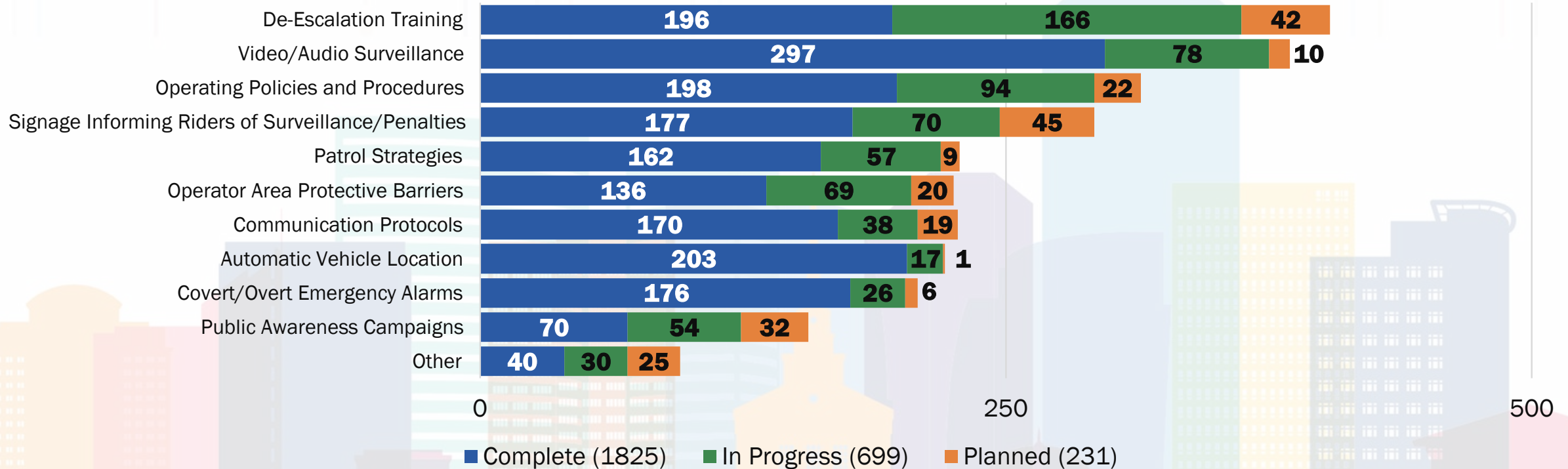
What is the status of implementing mitigations by agency type?



Mitigation Status for Large UZA Agencies

What is the status of implementing mitigations by size of UZA served?

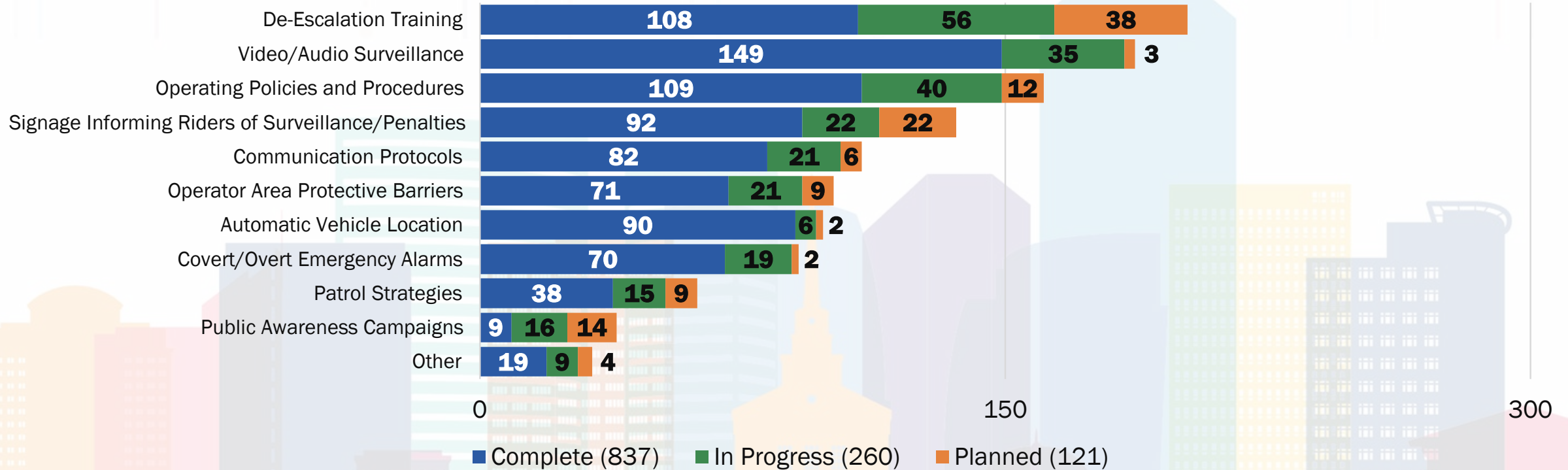
Mitigation Status– Agencies Serving a Large UZA



Mitigation Status for Small UZA Agencies

What is the status of implementing mitigations by size of UZA served?

Mitigation Status– Agencies Serving Only a Small UZA



Mitigation Effectiveness Evaluation – All Agencies



83% of all agencies found **Video/Audio Surveillance** to be effective



75% of all agencies found **Operator Area Protective Barriers** to be effective



72% of all agencies found **Operating Policies and Procedures** to be effective



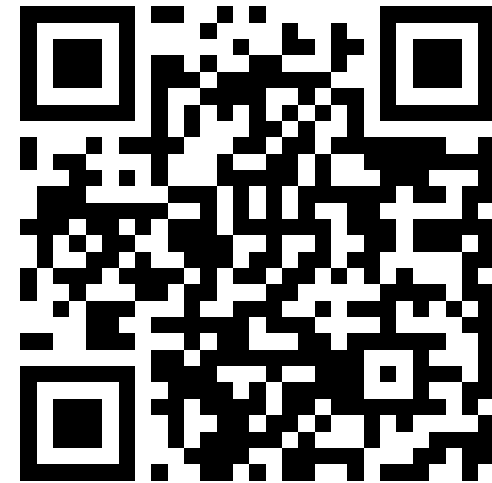
67% of all agencies found **De-Escalation Training** to be effective

General Directive Resources

On January 16, 2025, FTA published an initial analysis of agency responses to General Directive 24-1: Required Actions Regarding Assaults on Transit Workers.



View FTA's GD Analysis



View FTA's GD Website

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