

FTA Safety Update

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FTA Office of Transit Safety and Oversight (TSO)

AASHTO Council on Public Transportation
Transit Management 2025 Annual Meeting

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U.S. Department of Transportation
Federal Transit Administration

Administration's Priorities for Public Transit and Transit Safety

The mission of the Secretary, Administrator, FTA, and transit agencies alike is clear: **we will be laser-focused on delivering transit projects that are on budget, on time and deliver for commuters, workers, taxpayers, and communities.**



Safety

Secretary Duffy has directed major urban transit agencies from coast to coast to address crime, including fare evasion.



PTASP

Requires transit systems to increase frontline transit worker involvement, giving workers more say in advancing their workplace safety.



Assaults

Transit workers keep our country running and they deserve our respect, investment, and protection.



TRACS

FTA's is currently reviewing applications received from the New Member Solicitation which closed on October 2, 2025.

Rail Transit Roadway Worker Protection

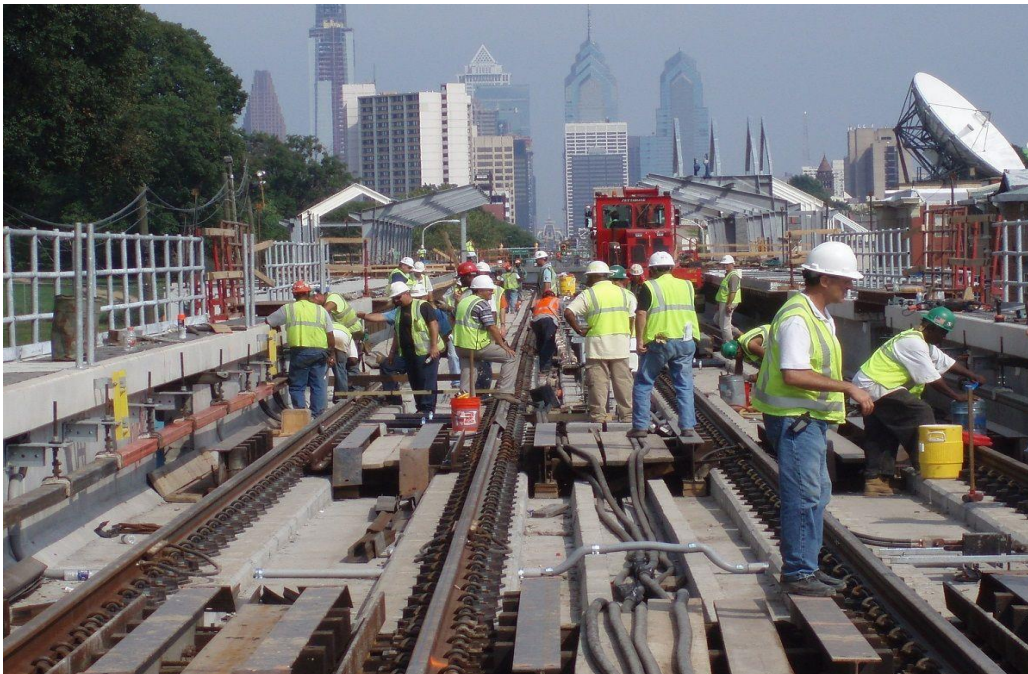


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Federal Transit Administration

Data Trends – Rail Transit Roadway Workers

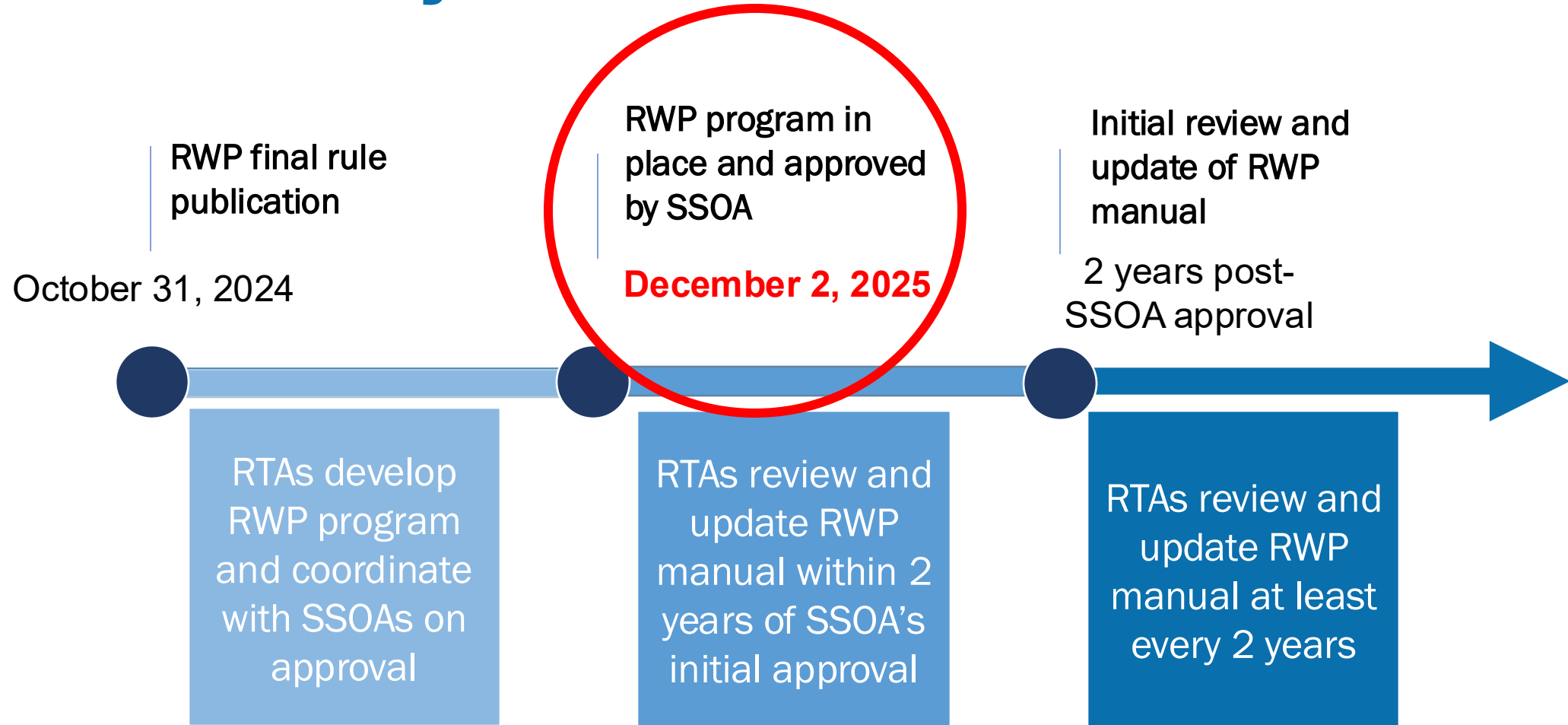
Worker fatalities are low: There were **two** transit roadway worker **fatalities** from January 2023-May 2025.

Worker injuries are increasing: Between January 2023-May 2025, there have been **35** worker **injuries**.



Source: National Transit Database (NTD). on September 2, 2025. 2024 and 2025 data are subject to NTD reporter revision. June–September 2025 event data is not yet available for publication.

RWP Rule: Key Deadlines



Ongoing: SSOAs review and approve RWP program elements, monitor implementation and conduct annual audits

RWP Resources

Office Hours

SSOA RWP Office Hours

In August, FTA began hosting one-hour, individual virtual meetings to answer questions regarding the RWP Final Rule.

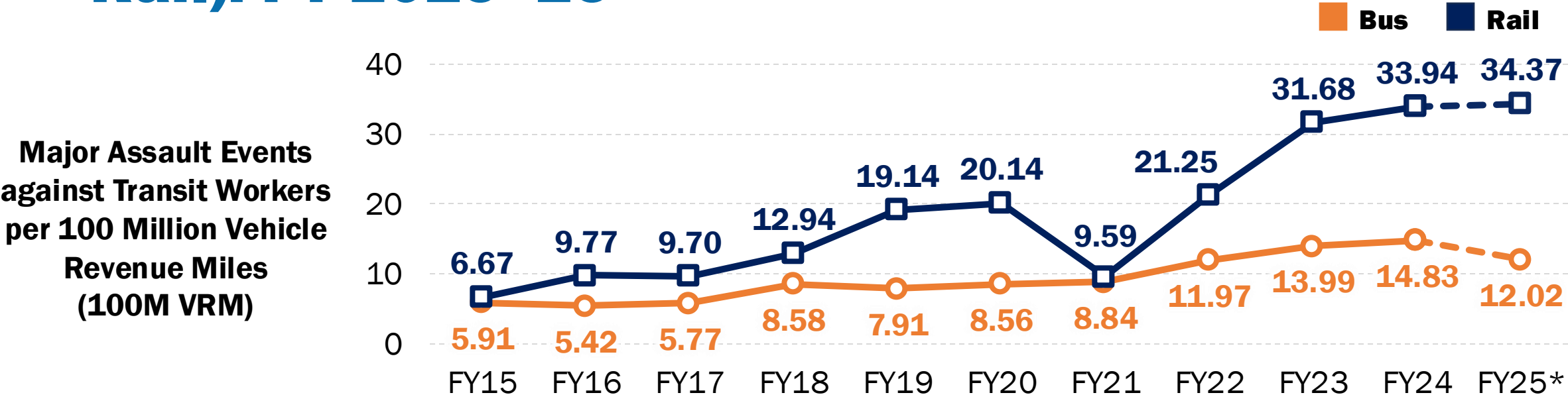
Online Resources

View RWP Frequently Asked Questions, Checklist, and Webinar Materials



Assaults on Transit Workers

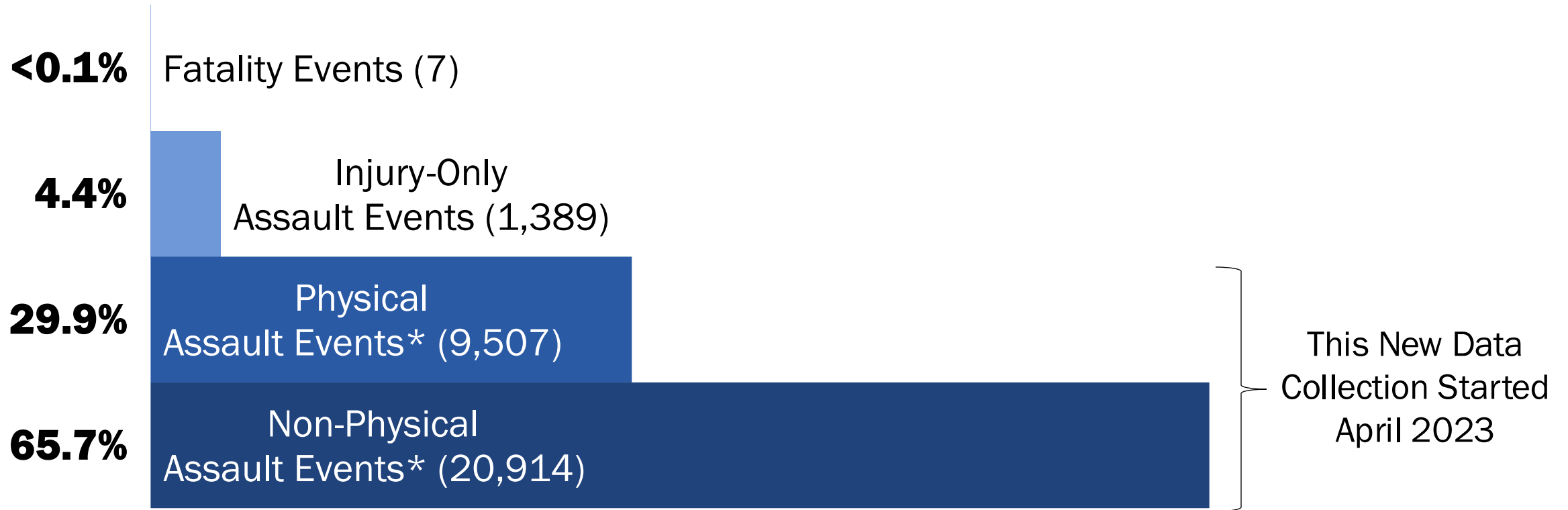
Major Assaults on Transit Workers (Bus and Rail): FY 2015–25



Raw Event, Fatality, and Injury Counts	Major Assaults	224	237	249	359	395	364	284	459	615	675	360
	Fatalities	1	0	0	0	1	0	12	1	3	5	2
	Injuries	225	243	254	360	399	368	290	469	656	723	388

Source: National Transit Database (NTD). FY 2024–25 data are preliminary. *FY 2025 only includes data from Oct 2024–Apr 2025. This graphic is intended to display Major Assaults on Transit Workers data for bus and rail transit. Not intended for comparative purposes as NTD event reporting requirements differ between bus and rail modes.

All Transit Worker Assaults by Severity: April 2023–April 2025



Source: National Transit Database (NTD)

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

Background

General Directive 24-1 required agencies subject to the Public Transportation Agency Safety Plan (PTASP) regulation to:

1

Conduct a safety risk assessment

2

Identify safety risk mitigations

3

Provide information to FTA within 90 days

Transit Safety Data Summary – Assaults on Transit Workers and General Directive 24-1

Assaults on transit workers are an ongoing problem, increasing 238% between 2014-2024, and 138% between 2021-2024.

FTA published General Directive 24-1 in September 2024 to address the rise in assaults.

90%

of transit agencies that submitted reports (602 agencies) conducted a safety risk assessment in response to the General Directive.

10% of transit agencies (66 agencies) reported that a safety risk assessment on the topic had been completed in the twelve months prior.

68%

of agencies determined that mitigations were necessary to address the safety risk associated with assaults on transit workers.

The remaining 32% determined the risk was at an acceptable level and that mitigations were not necessary.

Thank you! Questions?

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