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

Following FTA issuing a General Directive to address the significant and continuing safety risk associated with assaults on transit workers nationwide, the agency conducted this initial analysis of how transit agencies are responding.

General Directive 24-1: Required Actions Regarding Assaults on Transit Workers, issued in September 2024, requires more than 700 transit agencies nationwide – those subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation at 49 CFR part 673 – to:

- 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;
- Identify safety risk mitigations or strategies necessary as a result of the safety risk assessment; and
- 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.

Key Terms for Agency Size and Type

Large UZA: Refers to a transit agency that serves an urbanized area (UZA) with a population of 200,000 or more. As required by 49 U.S.C. 5329(d)(5), each transit agency serving a large UZA must involve the joint labor-management Safety Committee when identifying safety risk mitigations as a result of the agency's safety risk assessment. Agencies should refer to the PTASP regulation for applicable Safety Committee requirements.

Small UZA: Refers to a transit agency that provides service in a UZA with a population of fewer than 200,000 and does **not** also provide service in a large UZA.

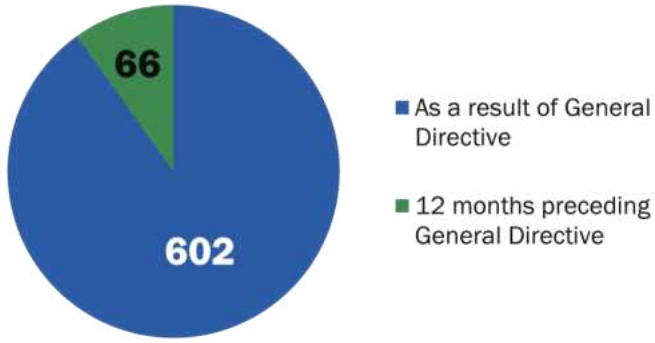
Rail/Multimodal: Refers to a rail transit agency in FTA's State Safety Oversight Program.

Large Bus: Refers to a recipient or subrecipient of funds under 49 U.S.C. 5307 that operates more than 100 vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

Small Bus: Refers to a recipient or subrecipient of funds under 49 U.S.C. 5307 that operates 100 or fewer vehicles in peak revenue service across all non-rail fixed route modes or in any one non-fixed route mode and does not operate a rail fixed guideway public transportation system.

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

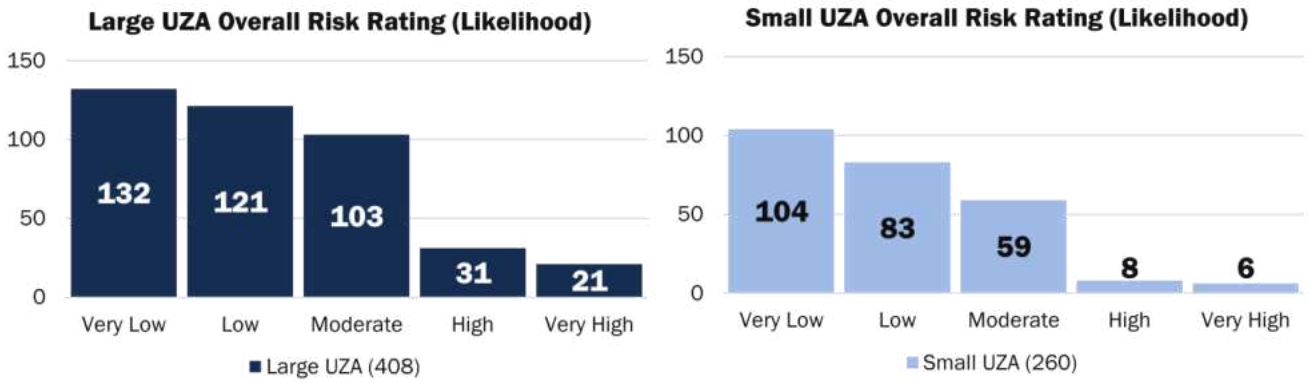
Yes. 90% of transit agencies that submitted reports (602 transit agencies) conducted a safety risk assessment as a result of the General Directive, whereas 10% (66 transit agencies) reported that a safety risk assessment on this topic had been completed in the twelve months prior to the date of issuance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



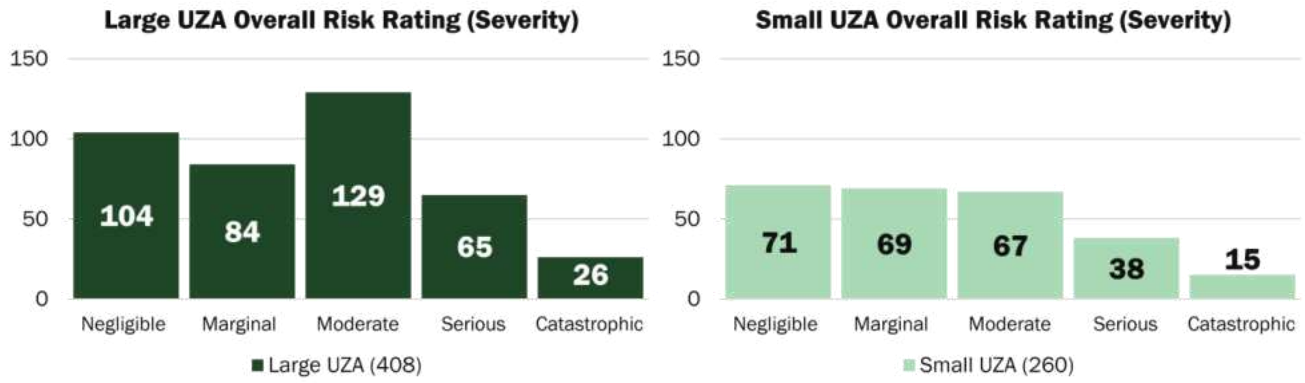
How are transit agencies rating the risk of the potential consequences of assaults on transit workers?

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

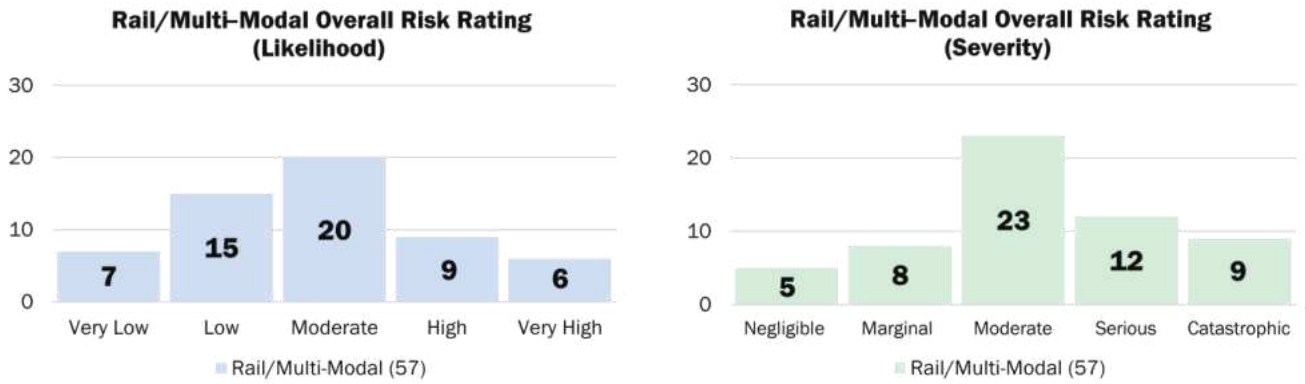
Likelihood ratings by size of urbanized area (UZA) served



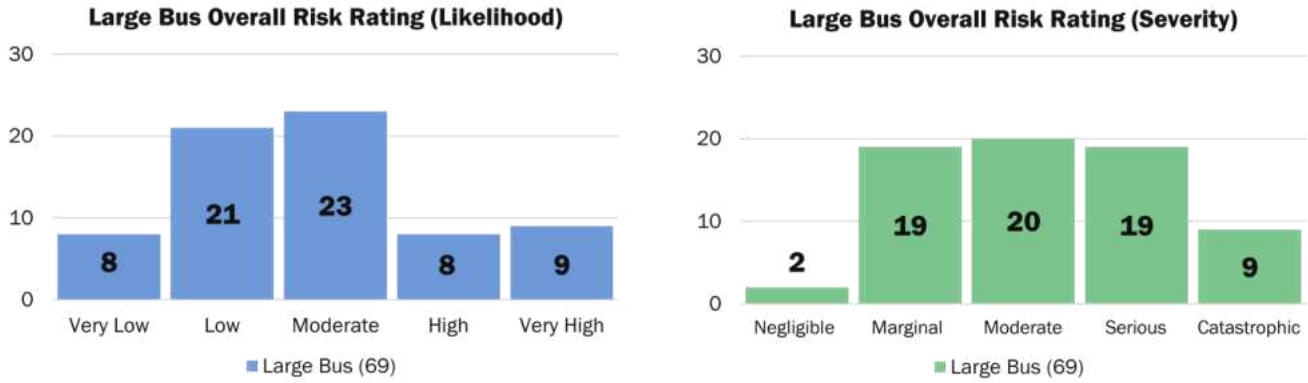
Severity ratings by size of UZA served



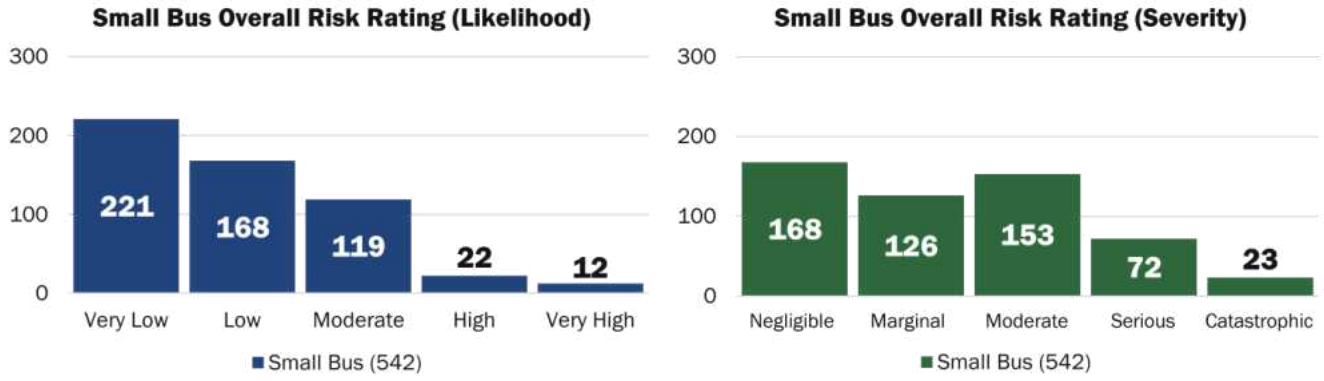
Likelihood and severity ratings – Rail/Multimodal agencies



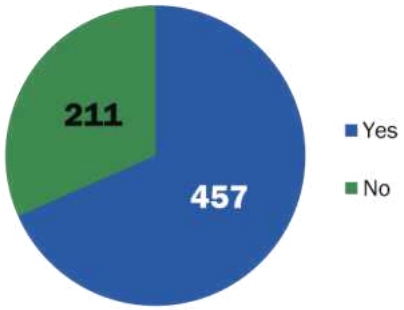
Likelihood and severity ratings – Large Bus agencies



Likelihood and severity ratings – Small Bus agencies



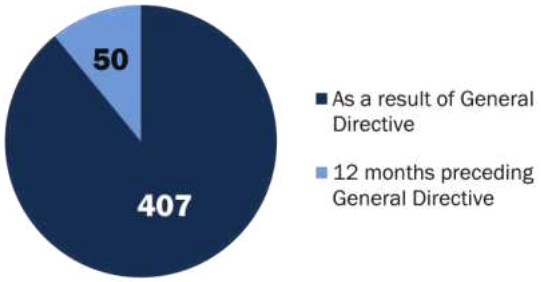
How many transit agencies and/or their Safety Committees determined mitigations were necessary through the agency's safety risk assessment?



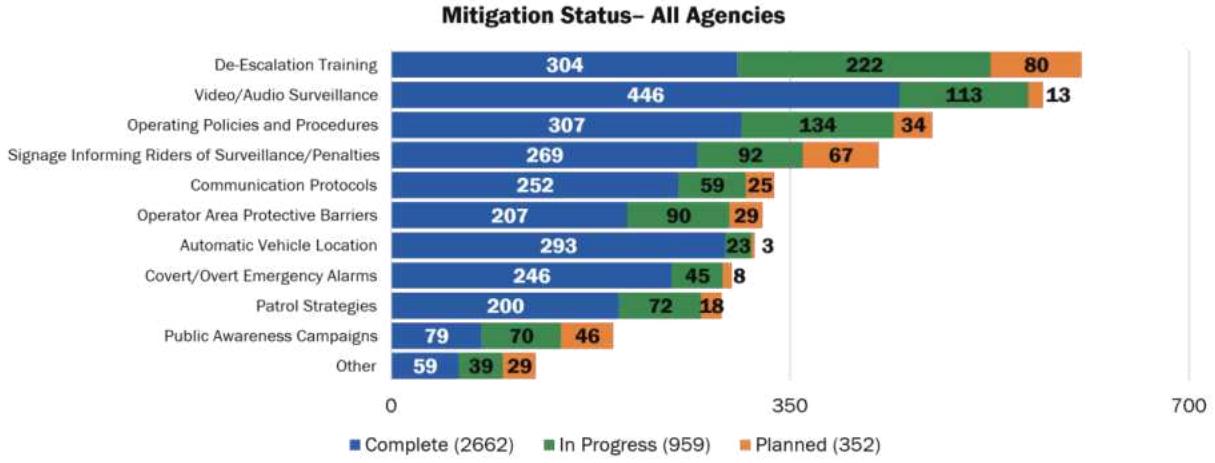
- 68% (457 transit agencies and/or Safety Committees) determined that safety risk mitigations were necessary to reduce the hazard's assessed risk.

Of the agencies and/or their Safety Committees that determined mitigations were necessary, how many made this determination through the safety risk assessment conducted as a result of the General Directive?

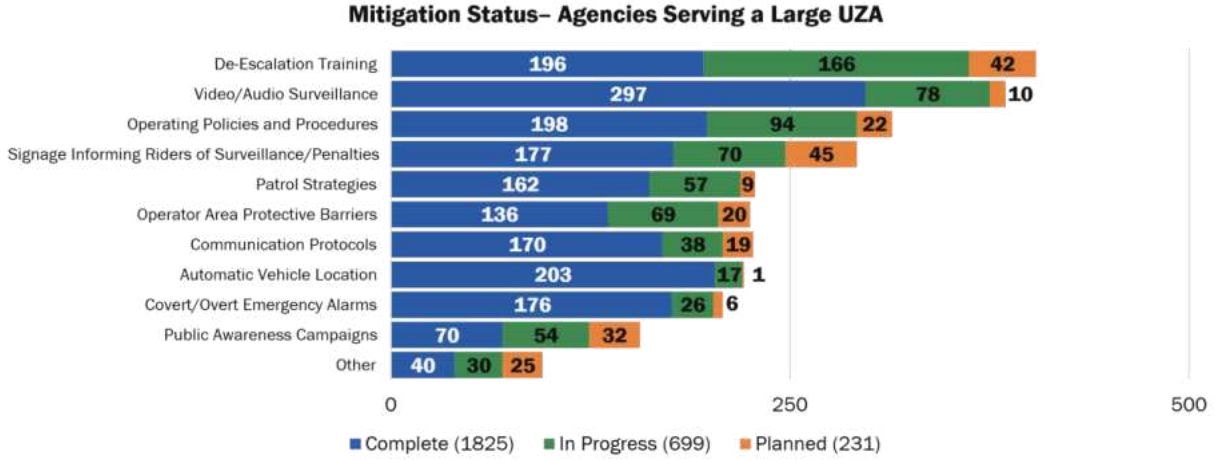
- 89% (407) of transit agencies and/or their Safety Committees identified that mitigations are necessary as a result of the safety risk assessment conducted in response to the General Directive.

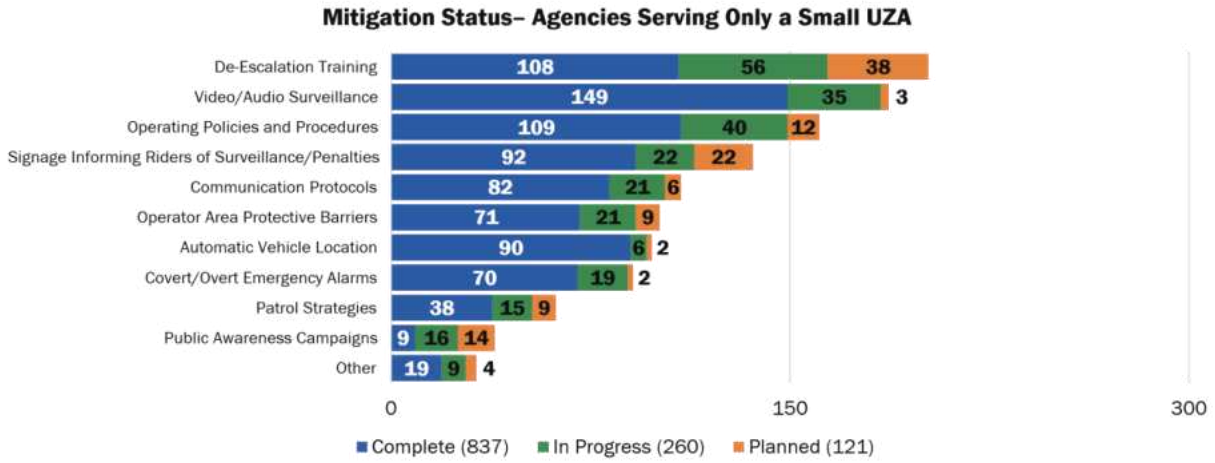


What types of mitigations have transit agencies and/or their Safety Committees identified and what is the status of implementing them?

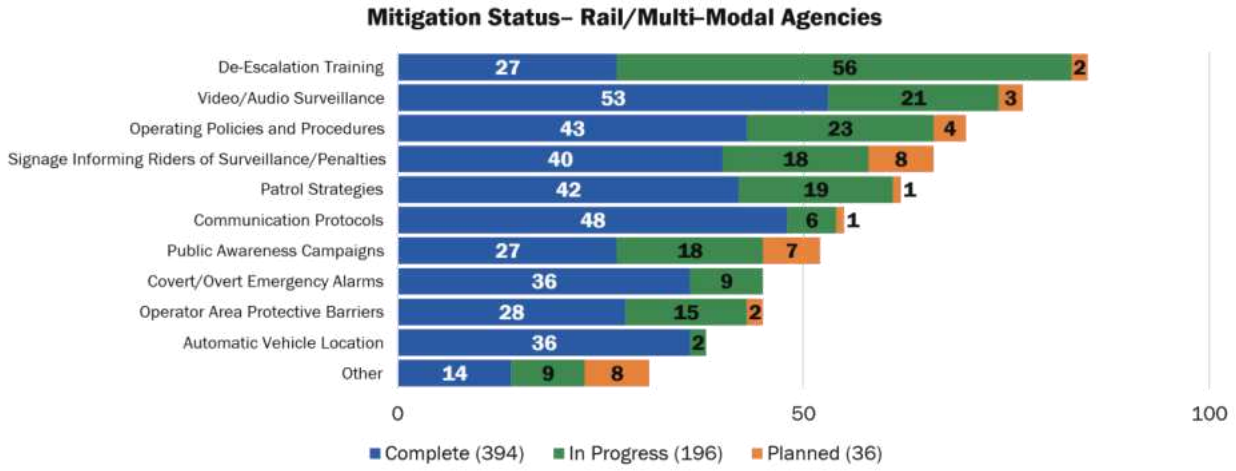


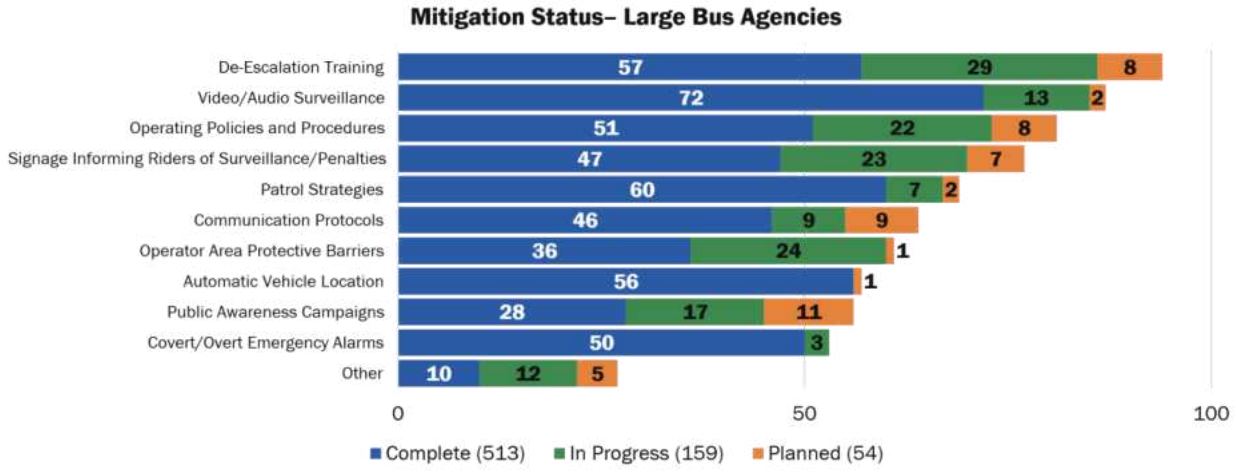
What is the status of implementing mitigations by size of UZA served?

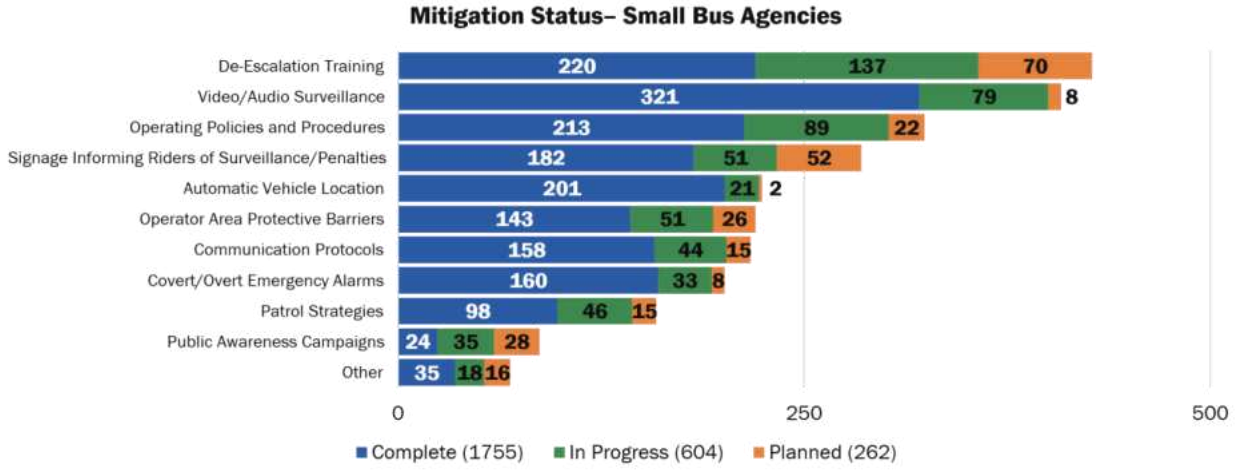




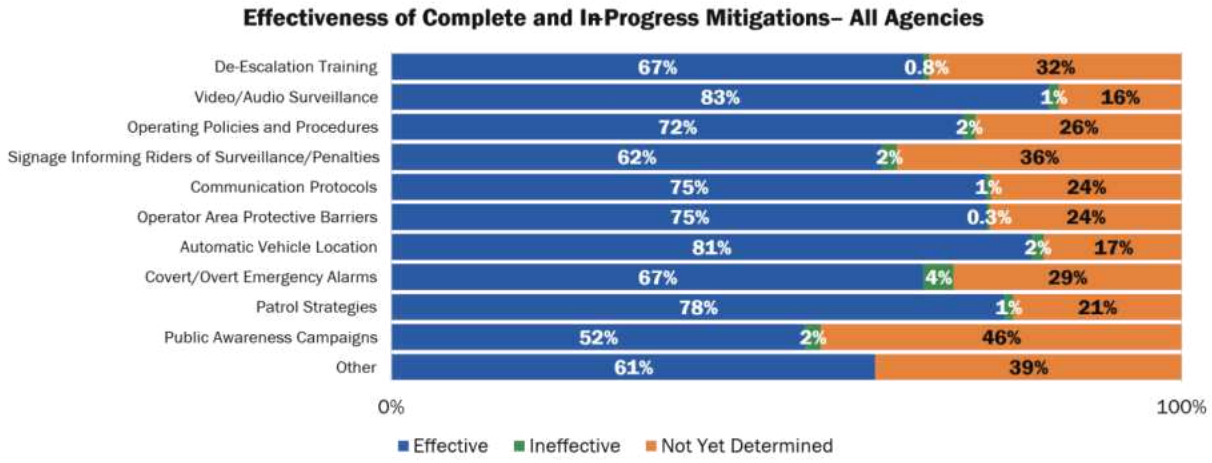
What is the status of implementing mitigations by agency type?

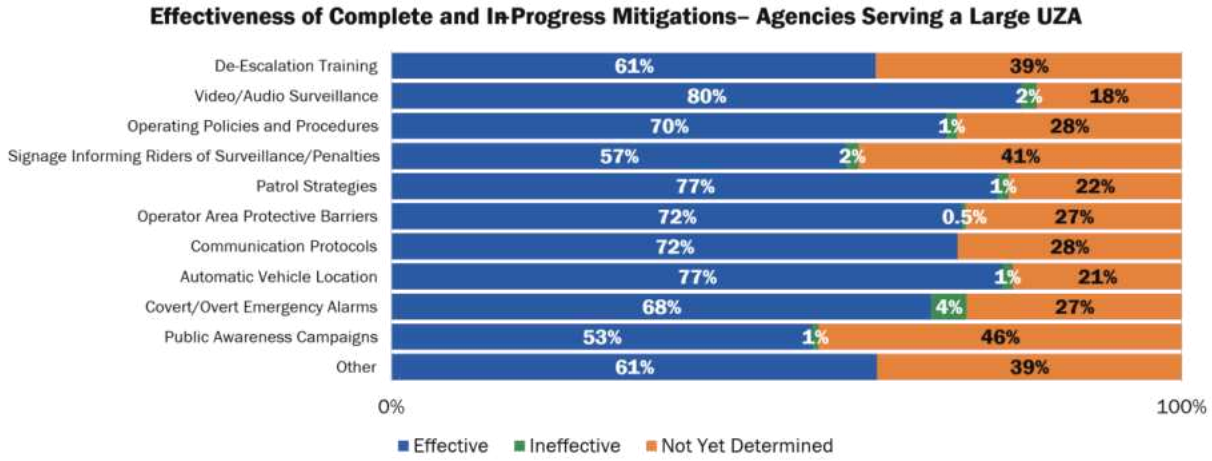


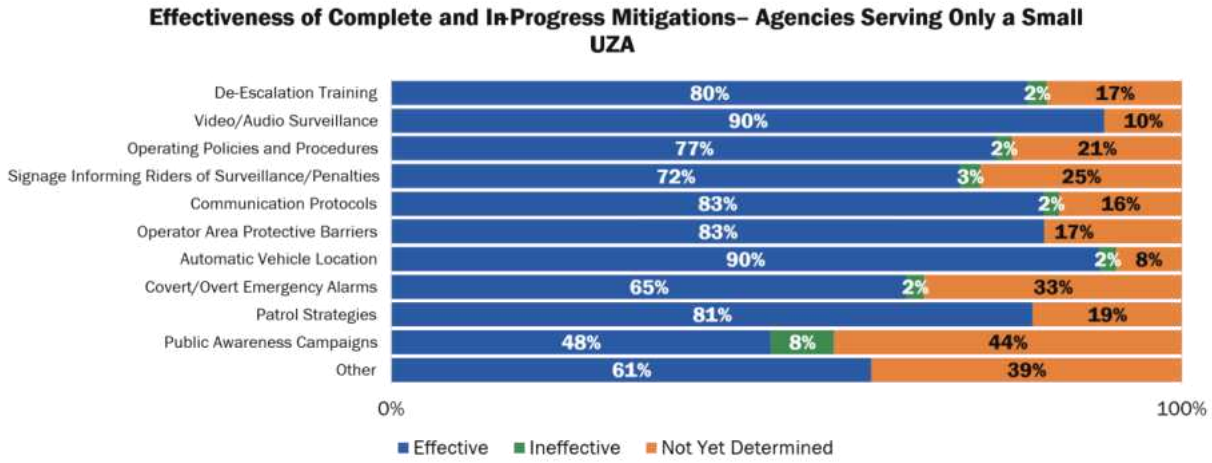
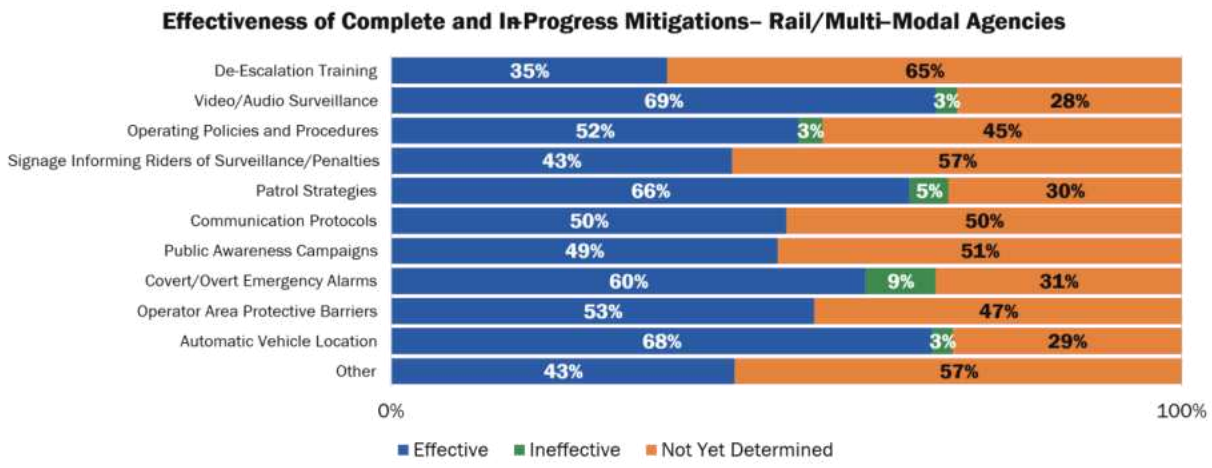
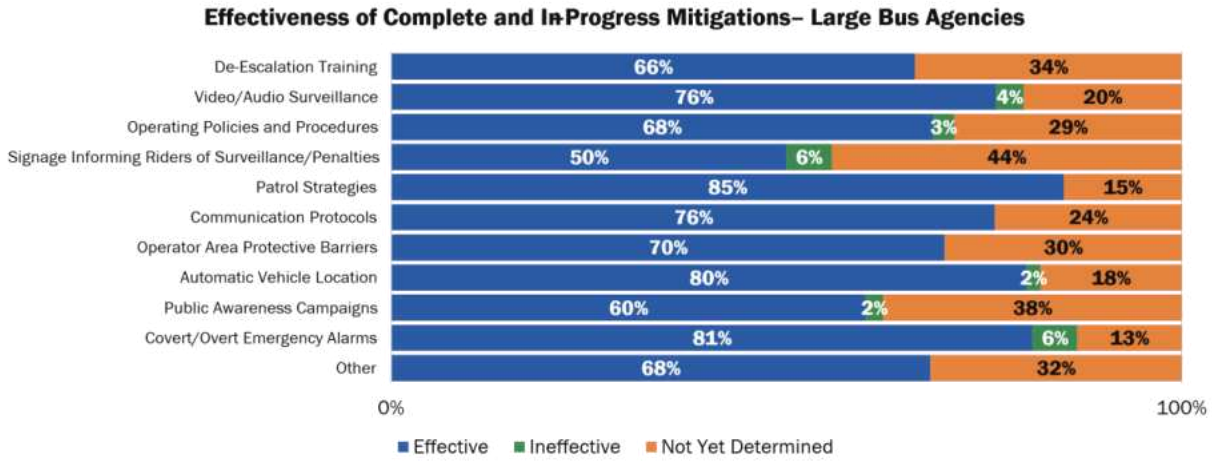
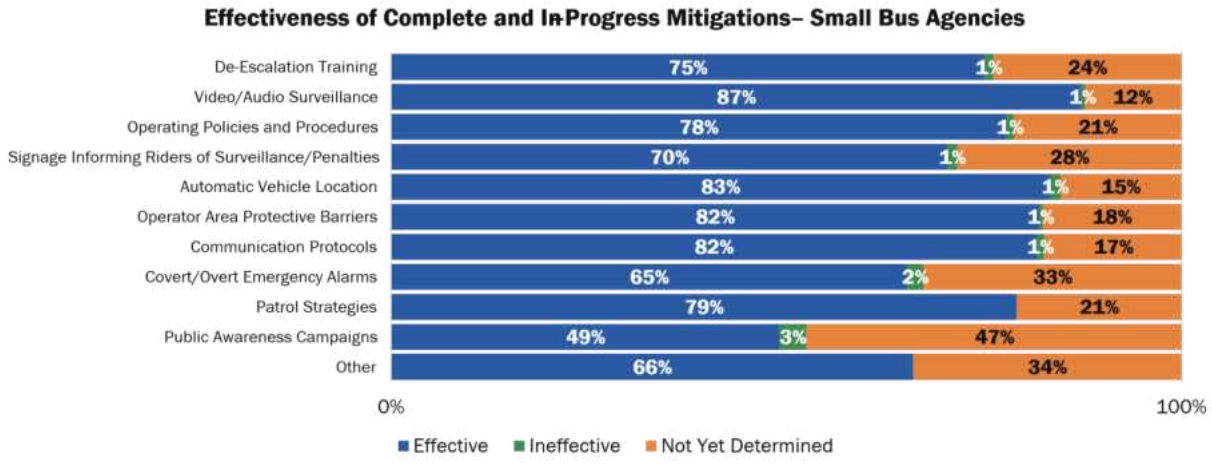




Are transit agencies finding these safety risk mitigations effective?







Safety risk mitigation effectiveness evaluation by agency type