

DEFICIENCY CODE PTASP2-2: No direct line of reporting to Accountable Executive.

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting evidence that its CSO/SMS Executive has a direct line of reporting to the Accountable Executive.

SUGGESTED CORRECTIVE ACTION 2: The recipient must submit evidence that its CSO/SMS Executive has a direct line of reporting to the Accountable Executive.

NOTE TO REVIEWER: Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee and it has not done so.

DEFICIENCY CODE PTASP2-3: No Safety Committee.

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting evidence that the recipient established a Safety Committee.

SUGGESTED CORRECTIVE ACTION 2: The recipient must submit evidence that the recipient established a Safety Committee.

NOTE TO REVIEWER: Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee and the Committee is not comprised of an equal number of frontline transit worker representatives and management representatives.

DEFICIENCY CODE PTASP2-4: Safety Committee not established as required.

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting evidence that the recipient established a Safety Committee comprised of an equal number of frontline transit worker representatives and management representatives.

SUGGESTED CORRECTIVE ACTION 2: The recipient must submit evidence that the recipient established a Safety Committee comprised of an equal number of frontline transit worker representatives and management representatives.

NOTE TO REVIEWER: Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee, its frontline workforce is represented by one or more labor organizations, and the labor organization representing the greatest number of frontline workers did not select the frontline transit worker representatives to serve on the Safety Committee.

DEFICIENCY CODE PTASP2-5: Safety Committee membership not selected as required.

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting evidence that the frontline transit worker representatives on the Safety Committee were selected by the labor organization representing the greatest number of frontline workers.

**SUGGESTED CORRECTIVE ACTION 2:** The recipient must submit evidence that frontline transit worker representatives on the Safety Committee were selected by the labor organization representing the greatest number of frontline workers.

**NOTE TO REVIEWER:** Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee, its frontline workforce is not represented by a labor organization, and the recipient has not established a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.

**DEFICIENCY CODE PTASP2-6:** Transit agency does not have a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.

**SUGGESTED CORRECTIVE ACTION 1:** The recipient must develop a plan for submitting evidence that it has established a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.

**SUGGESTED CORRECTIVE ACTION 2:** The recipient must submit evidence that it has established a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.

**NOTE TO REVIEWER:** Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee and the committee is not responsible for, at a minimum: 1) Reviewing and approving the transit agency's ASP and any updates to the ASP; (2) Setting annual safety performance targets for the safety risk reduction program (3) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the recipient's safety risk assessment; (4) identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and (5) identifying safety deficiencies for purposes of continuous improvement.

**DEFICIENCY CODE PTASP2-7:** Safety Committee is not responsible for minimum requirements.

**SUGGESTED CORRECTIVE ACTION 1:** The recipient must develop a plan for submitting evidence that the Safety Committee is responsible for, at a minimum: (1) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the recipient's safety risk assessment; (2) identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and (3) identifying safety deficiencies for purposes of continuous improvement.

**SUGGESTED CORRECTIVE ACTION 2:** The recipient must submit evidence that the Safety Committee is responsible for, at a minimum: (1) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the recipient's safety risk assessment; (2) identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and (3) identifying safety deficiencies for purposes of continuous improvement.

**NOTE TO REVIEWER:** Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

The recipient is deficient if it is required to establish a Safety Committee, and the Safety Committee does not have all required procedures regarding the composition, responsibilities, and operations of the Safety Committee. The recipient is deficient if the procedures designate the Accountable Executive to resolve disputes within the Safety Committee.

DEFICIENCY CODE PTASP2-8: Safety Committee procedures not established as required.

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting evidence that all required Safety Committee procedures are established as required.

SUGGESTED CORRECTIVE ACTION 2: The recipient must submit evidence that all required Safety Committee procedures are established as required.

NOTE TO REVIEWER: Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

## **GOVERNING DIRECTIVE**

### **49 CFR § 673.23 Safety Management Policy**

(d)(2) Chief Safety Officer or Safety Management System (SMS) Executive. The Accountable Executive must designate a Chief Safety Officer or SMS Executive who has the authority and responsibility for day-to-day implementation and operation of a transit agency's SMS. The Chief Safety Officer or SMS Executive must hold a direct line of reporting to the Accountable Executive. A transit agency may allow the Accountable Executive to also serve as the Chief Safety Officer or SMS Executive.

### **49 CFR § 673.5 Definitions**

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Small public transportation provider means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (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.

*Safety Management System (SMS) Executive* means a Chief Safety Officer or an equivalent.

### **49 CFR § 673.19 Safety Committees**

(a) Establishing the Safety Committee. Each large urbanized area provider must establish and operate a Safety Committee that is:

- (1) Appropriately scaled to the size, scope, and complexity of the transit agency; and
- (2) Convened by a joint labor-management process.

(b) Safety Committee membership. The Safety Committee must consist of an equal number of frontline transit worker representatives and management representatives. To the extent practicable, the Safety Committee must include frontline transit worker representatives from major transit service functions, such as operations and maintenance, across the transit system.

(1) The labor organization that represents the plurality of the transit agency's frontline transit workers must select frontline transit worker representatives for the Safety Committee.

(2) If the transit agency's frontline transit workers are not represented by a labor organization, the transit agency must adopt a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.

(c) Safety Committee procedures. Each large urbanized area provider must include or incorporate by reference in its Public Transportation Agency Safety Plan procedures regarding the composition, responsibilities, and operations of the Safety Committee which, at a minimum, must address:

(1) The organizational structure, size, and composition of the Safety Committee and how it will be chaired;

(2) How meeting agendas and notices will be developed and shared, and how meeting minutes will be recorded and maintained;

(3) Any required training for Safety Committee members related to the transit agency's Public Transportation Agency Safety Plan and the processes, activities, and tools used to support the transit agency's SMS;

(4) The compensation policy established by the agency for participation in Safety Committee meetings;

(5) How the Safety Committee will access technical experts, including other transit workers, to serve in an advisory capacity as needed; transit agency information, resources, and tools; and submissions to the transit worker safety reporting program to support its deliberations;

(6) How the Safety Committee will reach and record decisions;

(7) How the Safety Committee will coordinate and communicate with the transit agency's Board of Directors, or equivalent entity, and the Accountable Executive;

(8) How the Safety Committee will manage disputes to ensure it carries out its operations. The Safety Committee may use the dispute resolution or arbitration process from the transit agency's Collective Bargaining Agreement, or a different process that the Safety Committee develops and agrees upon, but the Accountable Executive may not be designated to resolve any disputes within the Safety Committee; and

(9) How the Safety Committee will carry out its responsibilities identified in paragraph (d) of this section.

(d) Safety Committee responsibilities. The Safety Committee must conduct the following activities to oversee the transit agency's safety performance:

(1) Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i);

(2) Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii); and

(3) Support operation of the transit agency's SMS by:

(i) Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment,

including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;

(ii) Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and

(iii) Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program

#### 49 U.S.C. 5329(d) Public Transportation Agency Safety Plan

(1). In general.-- Each recipient or State, as described in paragraph (3), shall certify that the recipient or State has established a comprehensive agency safety plan that includes, at a minimum—

(A) a requirement that the board of directors (or equivalent entity) of the recipient approve, or, in the case of a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under paragraph (5), followed by the board of directors (or equivalent entity) of the recipient approve, the agency safety plan and any updates to the agency safety plan;

#### 49 U.S.C. 5329(d)(5) Safety Committee

(A) In general.—For purposes of this subsection, the safety committee of a recipient shall—

(i) be convened by a joint labor-management process;

(ii) consist of an equal number of—

(I) frontline employee representatives, selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations; and

(II) management representatives; and

(iii) have, at a minimum, responsibility for—

(I) identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;

(II) identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and

(III) identifying safety deficiencies for purposes of continuous improvement.

(B) Applicability.—This paragraph applies only to a recipient receiving assistance under section 5307 that is serving an urbanized area with a population of 200,000 or more.

---

---

### **PTASP3. Does the ASP include the required elements?**

#### **BASIC REQUIREMENT**

A recipient subject to the PTASP regulation must have an ASP that meets the requirements of 49 CFR Part 673.

#### **APPLICABILITY**

Section 5307 recipients and rail transit agencies subject to the SSOP who operate a public transportation system.

#### **DETAILED EXPLANATION FOR REVIEWER**

A recipient of financial assistance under Section 5307 and rail transit agencies who are subject to the PTASP regulation must, at a minimum, include the following requirements under 49 CFR 673 in its ASP:

- Signature of the Accountable Executive: *Covered in question PTASP1.*
- Approval of Safety Committee (large urbanized area providers only): *Covered in question PTASP1.*
- Approval of Board of Directors, or equivalent entity: *Covered in question PTASP1.*
- Safety Performance Targets: Safety performance targets must be based on the safety performance measures established in FTA's National Public Transportation Safety Plan. A recipient must make its safety performance targets available to States and Metropolitan Planning Organizations (MPO) to aid in the planning process.
- Safety Risk Reduction Program: Large urbanized area providers must include a safety risk reduction program for transit operations to improve safety performance by reducing the number and rates of safety events, injuries, and assaults on transit workers. The safety risk reduction program must, at a minimum:
  - Address the reduction and mitigation of vehicular and pedestrian safety events involving transit vehicles that includes safety risk mitigations;
  - Address the reduction and mitigation of assaults on transit workers that includes safety risk mitigations;
  - Include the safety performance targets set by the Safety Committee for the safety risk reduction program performance measures established in the National Public Transportation Safety Plan. These targets must be set—
    - Based on a three-year rolling average of the data submitted by the large urbanized area provider to the National Transit Database (NTD);
    - For all modes of public transportation; and
    - Based on the level of detail the large urbanized area provider is required to report to the NTD. The Safety Committee is not required to set a target for a performance measure until the large urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure.
  - When the Safety Committee, as part of the transit agency's safety risk reduction program, identifies and recommends safety risk mitigations based on a safety risk assessment, the transit agency must include or incorporate by reference these mitigations in the ASP, and the Accountable Executive must implement these mitigations.
- Safety Management System: A recipient's Safety Management System must be appropriately scaled to the size, scope and complexity of the recipient and include the following elements:

- *Safety Management Policy*: The Safety Management Policy includes information relevant to developing and carrying out the other SMS elements. Part 673 requires the following four Safety Management Policy elements:
  - Written policy statement with safety objectives
  - Transit Worker Safety Reporting Program
  - Communication of the Safety Management Policy throughout the agency
  - Establishment of authorities, accountabilities, and responsibilities
- *Safety Risk Management (SRM)*: SRM is a process for identifying hazards and analyzing, assessing, and mitigating safety risk. Part 673 requires the following three elements to establish and implement a process for managing safety risk:
  - Hazard identification – Hazard is defined as any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
  - A transit agency must consider, as a source for hazard identification:
    - Data and information provided by an oversight authority, including but not limited to FTA, the State, or as applicable, the State Safety Oversight Agency having jurisdiction;
    - Data and information regarding exposure to infectious disease provided by the CDC or a State health authority; and
    - Safety concerns identified through Safety Assurance activities.
  - Safety risk assessment – Includes a composite of predicted severity and likelihood of the potential consequences of the identified hazards, to determine if safety risk mitigation is necessary and to inform prioritization of safety risk mitigations.
  - Safety risk mitigation – method(s) to eliminate or reduce the effects of hazards.
    - A transit agency must consider, as a source for safety risk mitigation:
      - Guidance provided by an oversight authority, if applicable, and FTA; and
      - Guidelines to prevent or control exposure to infectious diseases provided by the CDC or a State health authority.
    - For large urbanized area providers:
      - This process must address the role of the Safety Committee.
      - The Accountable Executive must implement safety risk mitigations for the safety risk reduction program that are recommended by the Safety Committee and included in the ASP.

- When the Safety Committee recommends a safety risk mitigation unrelated to the safety risk reduction program, and the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive must prepare a written statement explaining their decision. The Accountable Executive must submit and present this explanation to the transit agency's Safety Committee and Board of Directors or equivalent entity.
- **Safety Assurance:** Safety Assurance helps to ensure that mitigations put in place to manage safety risk are carried out and working as intended, potential safety issues are identified early, and safety objectives are met. Part 673 requires Safety Assurance to focus on three processes:
  - Safety performance monitoring and measurement. Recipients may adopt various methods to collect and use information to support safety performance monitoring and measurement activities, such as: observing transit operations, conducting audits, reviews, and assessments, etc.
  - Management of change. Recipients must evaluate proposed or future changes that may introduce new hazards or impact the agency's safety performance. These changes may include organizational and budgetary changes; staffing changes; changes to operations or maintenance procedures; changes to service or service environment; the design and construction of major capital projects (such as New Starts and Small Starts projects and associated certifications); and modifications to equipment, vehicles, and facilities, to name a few. **This element is not required for a small public transportation provider's ASP.**
  - Continuous improvement. Recipients must develop a process to assess its safety performance annually. The process must include identification of deficiencies in the transit agency's SMS and deficiencies in performance against safety performance targets. Assessments could be based on annual reviews, how well the recipient is meeting additional agency-wide or mode-specific targets, and/or how well the recipient has accomplished the safety objectives specified in the Safety Management Policy Statement. Assessments also may be tied to the annual review and update of the ASP. For large urbanized area providers, this process must address the role of the Safety Committee. Rail transit agencies must also address any specific internal safety review requirements established by their State Safety Oversight Agency.
    - A large urbanized area provider that does not meet an established annual safety performance target set by the Safety Committee for the safety risk reduction program must:
      - Assess associated safety risk; Mitigate associated safety risk based on the results of a safety risk assessment; and allocate its safety set-aside in the following fiscal year to safety-related projects eligible under 49 U.S.C. 5307 that are reasonably likely to assist the transit agency in meeting the safety performance target in the future.
    - A transit agency must develop and carry out, under the direction of the Accountable Executive, a plan to address any deficiencies identified through the safety performance assessment.
- **Safety Promotion:** Recipients must establish and implement a comprehensive safety training program for all operations transit workers and transit workers directly responsible for safety, including de-escalation training, safety concern identification and



reporting training, and refresher training. Large urbanized area providers must include maintenance transit workers in the comprehensive safety training program. Recipients must communicate safety and safety performance information throughout the organization, including information on hazards and safety risk relevant to transit worker roles and responsibilities and safety actions taken in response to reports submitted through the Transit Worker Safety Reporting Program. A transit agency must also communicate the results of cooperation with frontline transit worker representatives or Safety Committee activities, as applicable.

- Annual review and update of the ASP: Recipients must establish a process and timeline for conducting an annual review and update of their ASP.
- Approval of SSOA, for rail transit modes: *Covered in question PTASP1.*
- Emergency Preparedness and Response Plan (Recipients that operate rail service not subject to FRA regulations): Recipients must have an Emergency Preparedness and Response Plan or procedures that address, at a minimum, assigning transit worker responsibilities during an emergency and coordinating with Federal, State, regional, and local officials for emergency preparedness and response in the service area.
- Roadway Worker Protection Policies: Rail transit agencies must include any policies and procedures regarding rail transit workers on the roadway the rail transit agency has issued.
- Risk-based inspection policies: Rail transit agencies must include policies and procedures developed in consultation with the State Safety Oversight Agency to provide access and required data for the State Safety Oversight Agency's risk-based inspection program.

## INDICATOR OF COMPLIANCE

- Does the recipient's ASP address the following elements?*

**Table 22-1: Indicators of PTASP Compliance**

Required Elements	Addressed? (Y/N)	Page Reference	Comments/Notes
<b>All PTASPs</b>			
Signature of Accountable Executive <i>(covered in question PTASP1)</i>	-	-	-
Frontline transit worker cooperation <i>(covered in question PTASP1)</i>	-	-	-
Approval of Board of Directors, or equivalent entity <i>(covered in question PTASP1)</i>	-	-	-
Safety Performance Targets	-	-	-
Safety Management System that addresses:	-	-	-
<ul style="list-style-type: none"> <li>Safety Management Policy</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Safety Risk Management (SRM)</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Safety Assurance (SA)</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Safety Promotion</li> </ul>	-	-	-
Annual review and update of the ASP	-	-	-
<b>Large UZA Providers Only</b>	-	-	-
Approval of Safety Committee <i>(covered in question PTASP1)</i>	-	-	-
Safety Risk Reduction Program	-	-	-
<ul style="list-style-type: none"> <li>Addresses the reduction and mitigation of vehicular and pedestrian safety events involving transit vehicles</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Addresses the reduction and mitigation of assaults on transit workers</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Includes annual safety Performance Targets set by the Safety Committee for the safety risk reduction program performance measures established in the National Safety Plan</li> </ul>	-	-	-
<ul style="list-style-type: none"> <li>Includes safety risk reduction program mitigations identified and recommended by the Safety Committee based on a safety risk assessment</li> </ul>	-	-	-

Required Elements	Addressed? (Y/N)	Page Reference	Comments/Notes
<b>All PTASPs</b>			
<ul style="list-style-type: none"> <li>The Accountable Executive implements safety risk reduction program mitigations that are recommended by the Safety Committee and included in the ASP.</li> </ul>	-	-	-
<b>Rail Transit Modes Only</b>			
Approval by SSOA (covered in question PTASP1)	-	-	-
Emergency Preparedness and Response Plan	-	-	-
Any Roadway Worker Protection policies the transit agency has issued	-	-	-
Policies and procedures developed in consultation with the State Safety Oversight Agency to provide access and required data for the State Safety Oversight Agency's risk-based inspection program.	-	-	-

#### INSTRUCTIONS FOR REVIEWER

Using the table above, review the recipient's ASP plan for the required elements. Confirm that all of the elements listed are discussed in the plan.

#### POTENTIAL DEFICIENCY INFORMATION

The recipient is deficient if any of the above required elements is missing from the ASP.

DEFICIENCY CODE PTASP3-1: ASP missing required element(s)

SUGGESTED CORRECTIVE ACTION 1: The recipient must develop a plan for submitting an updated ASP that addresses all the required elements.

SUGGESTED CORRECTIVE ACTION 2: The recipient must submit an updated ASP that addresses all the required elements.

NOTE TO REVIEWER: Suggested Corrective Action 1 must be dated within 14 days after the final report issuance date. Suggested Corrective Action 2 must be dated within 90 days after the final report issuance date.

#### GOVERNING DIRECTIVE

49 CFR § 673.11 General Requirements

(a) A transit agency or State must establish a Public Transportation Agency Safety Plan that meets the requirements of this part and, at a minimum, consists of the following elements:

(1) The Public Transportation Agency Safety Plan, and subsequent updates, must be signed by the Accountable Executive and approved by—.

(i) For a large urbanized area provider, the Safety Committee established pursuant to § 673.19, followed by the transit agency's Board of Directors or an equivalent entity; or

(ii) For all other transit agencies, the transit agency's Board of Directors or an equivalent entity

(2) The Public Transportation Agency Safety Plan must document the processes and activities related to Safety Management System (SMS) implementation, as required under subpart D of this part.

(3) The Public Transportation Agency Safety Plan must include annual safety performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. Safety performance targets for the safety risk reduction program are only required for large urbanized area providers.

(4) The Public Transportation Agency Safety Plan must address all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. Compliance with the minimum safety performance standards authorized under 49 U.S.C. 5329(b)(2)(C) is not required until standards have been established through the public notice and comment process.

(5) Each transit agency must establish a process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

(6) A rail transit agency must include or incorporate by reference in its Public Transportation Agency Safety Plan.

(i) An emergency preparedness and response plan or procedures that addresses, at a minimum, the assignment of transit worker responsibilities during an emergency; and coordination with Federal, State, regional, and local officials with roles and responsibilities for emergency preparedness and response in the transit agency's service area.

(ii) Any policies and procedures regarding rail transit workers on the roadway the rail transit agency has issued; and

(iii) The transit agency's policies and procedures developed in consultation with the State Safety Oversight Agency to provide access and required data for the State Safety Oversight Agency's risk-based inspection program.

(7) The Public Transportation Agency Safety Plan of each large urbanized area provider must include a safety risk reduction program for transit operations to improve safety performance by reducing the number and rates of safety events, injuries, and assaults on transit workers. The safety risk reduction program must, at a minimum:

(i) Address the reduction and mitigation of vehicular and pedestrian safety events involving transit vehicles that includes safety risk mitigations consistent with § 673.25(d)(3);

(ii) Address the reduction and mitigation of assaults on transit workers that includes safety risk mitigations consistent with § 673.25(d)(4);

(iii) Include the safety performance targets set by the Safety Committee pursuant to § 673.19(d)(2) for the safety risk reduction program performance measures established in the National Public Transportation Safety Plan. These targets must be set—

(A) Based on a three-year rolling average of the data submitted by the large urbanized area provider to the National Transit Database (NTD);