



Metropolitan Transportation Authority

Safety & Security Committee Meeting July 2023

Committee Members

J. Lieber, Chair

A. Albert

G. Bringmann

N. Brown

S. Chu

M. Fleischer

B. Lopez

D. Mack

H. Mihaltses

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

N. Zuckerman

Safety Committee Meeting

**2 Broadway, 20th Floor Board Room
New York, NY 10004**

Monday, 7/17/2023

8:30 - 9:00 AM ET

1. Public Comments

2. Approval of Minutes -

Safety Committee Minutes 4.24 - Page 3

3. Safety/Security Committee Work Plan

Safety Cmte Work Plan 2023 - Page 6

4. Safety/Security Metrics

2023-04 Safety/Security Cmte KPM - Page 8

5. Committee Presentation

Grade Crossing Enhancement Projects

Grade Crossing Projects - Page 32

Security Grand Program

Security Grant Program - Page 37

Date of Next Meeting: November 2023

**Metropolitan Transportation Authority
Minutes of the
Safety Committee Meeting
2 Broadway, 20th Floor
New York, NY 10004**

**Monday, April 24, 2023
8:30 AM**

The following Board Members were present (*Attended remotely):

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Michael Fleischer*
Hon. Blanca Lopez
Hon. Frankie Miranda*
Hon. Lisa Sorin
Hon. Vincent Tessitore
Hon. Neal Zuckerman**

The following Board Members were absent:

**Hon. John Samuelsen
Hon. Mihaltses
Hon. Samuel Chu
Hon. David Mack**

The following agency safety & security officers were present in person or by video conference:

Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Jonathan Fazio, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Robert Diehl, MTA New York City Transit (“NYCT”)
Fernando Paulino, MTA Construction & Development (“MTA C&D”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelley Prettyman, Metro-North Railroad (“MNR”)
Pashko Camaj, MTA Bridges and Tunnels (“B&T”)
Richard Hildebrand, MTA Bridges and Tunnels (“B&T”)
Donald Look, MTA Bridges and Tunnels (“B&T”)
Mike Metz, Metro-North Railroad (“MNR”)
Bob Murphy, MTA Long Island Rail Road (“LIRR”)
John Mueller, MTA Police Department (“MTAPD”)

Chair Lieber chaired the April meeting and called the meeting to order.

Chair Lieber asked Patrick Warren if there were any public speakers.

PUBLIC SPEAKERS’S SESSION

The following public speakers commented:

Murray Bodin
Lisa Daglian, PCAC
Jason Anthony
Christopher Greif, PCAC
Alita Dupree

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers' statements.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the February 2023 Safety Committee were approved with a noted grammatical error.

SAFETY COMMITTEE WORK PLAN

Chair Lieber asked if there any changes to the work plan. Patrick Warren stated there were no changes to the Work Plan.

SAFETY POLICY:

Chair Lieber announced that a presentation would be done on the Personal Electric Vehicle ("PEV") policy as it pertains to the use of these type of vehicles throughout the system and turned it over to Mr. Warren for the presentation.

Mr. Warren introduced Jonathan Fazio who would deliver the presentation on the PEV policy. Mr. Fazio delivered the presentation on the PEV policy.

Board Member Albert asked if the policy defined what the penalties would be for violating the policy. Mr. Warren stated summons would mirror the current summons fines that are in place for bicycles in the system.

Mr. Fazio went on to discuss the customer communications campaign related to the policy.

Board Member Albert asked if the policy applied to mopeds. Mr. Fazio and Mr. Warren responded that no gas-powered vehicles are permitted on the system.

Board Member Bringmann noted that the possible penalties or fines should be included in the policy document to serve as a deterrent. Secondly, he also noted that there should be an emphasis on not blocking the handicapped access spaces. Finally, he suggested the group put a subsequent review of the policy in place down the line.

Chair Lieber agreed with Board Member Bringmann that we need to communicate clearly on where to place these PEVs on the system.

Board Member Tessitore piggybacked on a possible permit system in the future. He also asked that we consider adding that the PEV not occupy a seat. Mr. Fazio responded that adding the verbiage stating PEVs should not occupy a seat would be considered.

Chair Lieber thanked Mr. Fazio for his presentation and turned the meeting back over to Mr. Warren.

Mr. Warren acknowledged the meeting was up against the time but noted the material for the two other topics for the meeting is in the Committee book and would be happy to take any questions or meet about any of the topics in person.

Chair Lieber stated crime statistics would be discussed in the Transit Committee, but noted we continue to receive updated statistics with the great work of the NYPD transit bureau. The Chair asked Mr. Warren if there was anything he wanted to mention on Safety statistics.

Mr. Warren stated that both employee and customer safety statistics have been improving (going down) or flat.

Chair Lieber asked that we hear from Ms. Prettyman from Metro-North railroad. Ms. Prettyman gave a brief overview of the Metro-North Safety program.

Board Member Bringmann asked if both railroads have similar programs and share best practices. Ms. Prettyman responded yes, we do.

Board Member Lopez asked if the railroad uses any findings conducted during investigations for future trainings. Ms. Prettyman responded “absolutely” and noted how the Safety department partners with Operations training to address any findings.

Chair Lieber also noted the importance of daily rolling stock inspections at places like Croton-Harmon yard. He noted the importance of the investment in state-of-the-art facilities that allow for such safety programs.

Chair Lieber also noted the first transit ban on an individual was a result from the excellent work of the MTAPD and Chief Mueller.

Board Member Tessitore applauded the ban and that the message to the public needs to be if you hurt an employee at the MTA you don't get to ride the MTA.

ADJOURNMENT

Chair Lieber made a motion to adjourn the meeting. The motion was seconded, and the meeting was adjourned.

2023 Safety/Security Committee Work Plan

I. RECURRING AGENDA ITEMS

<u>Topic</u>	<u>Responsibility</u>
Public Comments	Committee Chair & Members
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2023

- | | |
|------------------------------|-----------------------------|
| - Approval of 2023 Work Plan | MTA Chief Safety & Security |
| - NYCT Agency Safety Plan | MTA Chief Safety & Security |
| - MTAPD Operations Update | MTA Police Department |

April 2023

- | | |
|--------------------------------|-----------------------------------|
| - Agency Safety Program Update | MTA Chief Safety & Security |
| - CCTV Camera Program Update | MTA Office of Security Operations |

July 2023

- | | |
|---------------------------------------|-----------------------------------|
| - Grade Crossing Enhancement Projects | MTA Office of Safety Management |
| - Security Grant Program Update | MTA Office of Security Operations |

November 2023

- | | |
|---------------------------------|------------------------------|
| - Drug & Alcohol Program Update | MTA Corporate Health Officer |
| - NTSB Recommendations Update | MTA Chief Safety & Security |
| - Worker Assault | MTA Chief Safety & Security |
| - Fare Evasion | MTA Chief Safety & Security |

Detailed Summary

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior meeting of the Safety Committee.

Committee Work Plan

The Work Plan will list, by meeting, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

II. SPECIFIC AGENDA ITEMS

February 2023

Approval of the 2023 workplan

The committee will receive a discussion on the 2023 workplan and be asked to approve.

NYCT ASP

The committee will be briefed on the NYCT Agency Safety Plan.

MTAPD Operations Update

The committee will be briefed on MTAPD operations.

April 2023

Agency Safety Program Update

The committee will receive a briefing on Agency safety programs.

CCTV Cameras Update

The committee will receive an update on CCTV Cameras.

July 2023

Grade Crossing Enhancement Projects

The committee will be briefed on the railroad Grade Crossing Enhancement Projects.

Security Grant Program Update

The Committee will receive an update on the Security Grant Program.

November 2023

Drug & Alcohol Program Statistics

The committee will receive an update on Drug & Alcohol Statistics.

NTSB Recommendations Update

The committee will receive an update on the status of Recommendations issued to the MTA by the NTSB.

Worker Assaults

The committee will receive an update on MTA worker assaults.

Fare Evasion

The committee will receive a briefing on fare evasion across the system.

MTA Safety Committee

Key Safety Metrics

July 17, 2023

Long Island Rail Road

During the second quarter 2023 the Corporate Safety Department Operations Division performed 126 inspections in yards, facilities, and along the right of way; conducted 1,200 employee observations for safety and operating rules compliance; investigated two on track safety incidents; conducted six training programs for new employees and two management education core curriculum class; and lead three Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings.

The Investigations and Analysis Division conducted eight rail investigations; closed one recommendation; and issued its 2022 Rail Accident Summary Employee Newsletter and one Red Alert safety bulletin.

The Occupational Safety Division conducted 21 Occupational/Industrial Hygiene assessments and five new job task hazard analyses (JTHA).

The Environmental Safety Division performed 56 inspections of tanks, hazardous material storage facilities and treatment systems while supporting document reviews for 22 construction projects and performing 20 site safety inspections. Additionally, 45 inspections of yards and facilities were carried out for State Agency Environmental Audit reporting.

The Capital Project Safety Compliance Division supported 31 construction projects through document review and performing 17 site safety inspections.

The Office of the Fire Marshal trained 441 emergency responders; conducted 203 code compliance inspections of LIRR employee and tenant occupied spaces; supported 75 capital project document reviews and site inspections for conformance to code requirements; and responded to 190 emergency call outs.

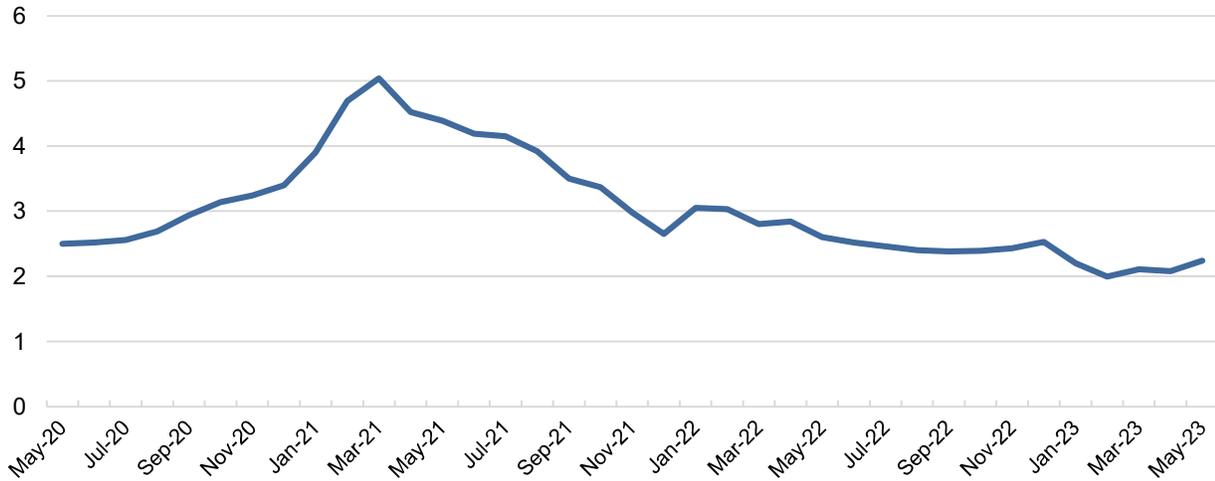
The Community Education and Outreach Program conducted 77 classroom training programs reaching 8,969 participants and 34 special events reaching 13,677 individuals including Operation LifeSaver events at grade crossings.



Performance Metrics

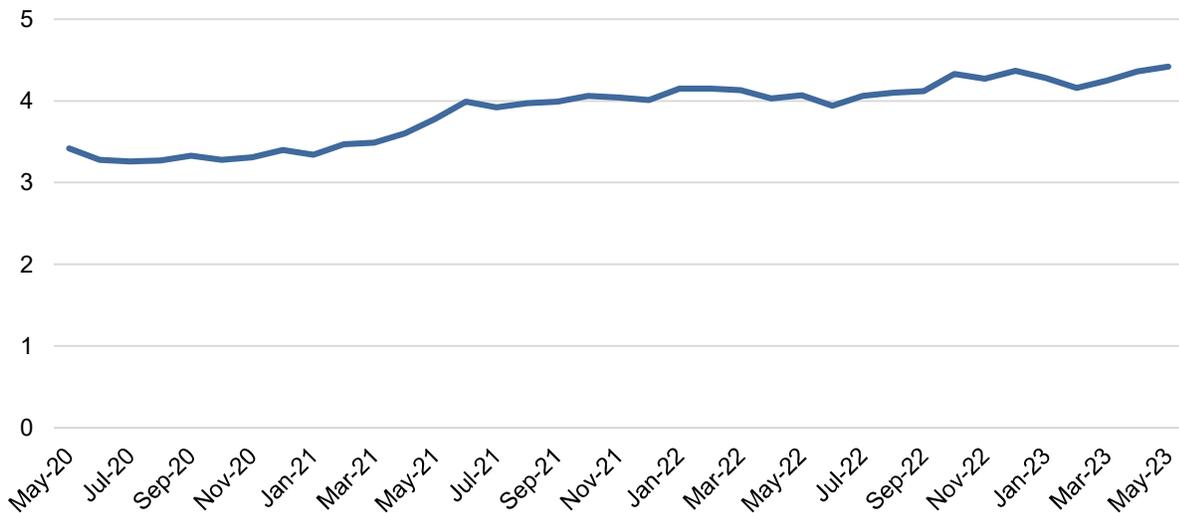
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022	2023 YTD
Train Derailments	1	1	1	0
Train Collisions	1	2	0	0

Prevention Metrics (Leading Indicators)

Training for First Responders and Employees, and Customer & Community Outreach

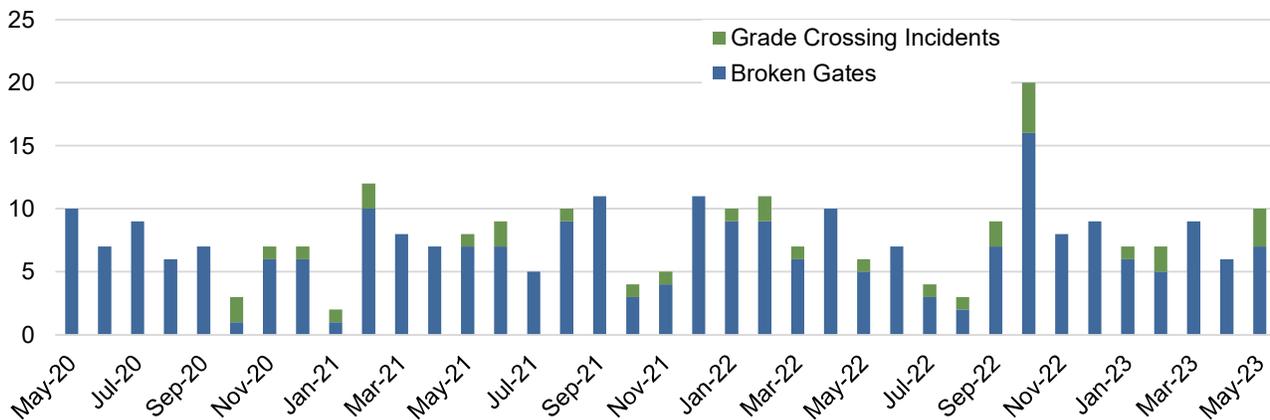
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	568	1,561	879	621
Employees	3,866	4,764	5,026	2,335
Customers and Community Members	36,058	59,213	44,900	34,286

Grade Crossing Safety Metrics

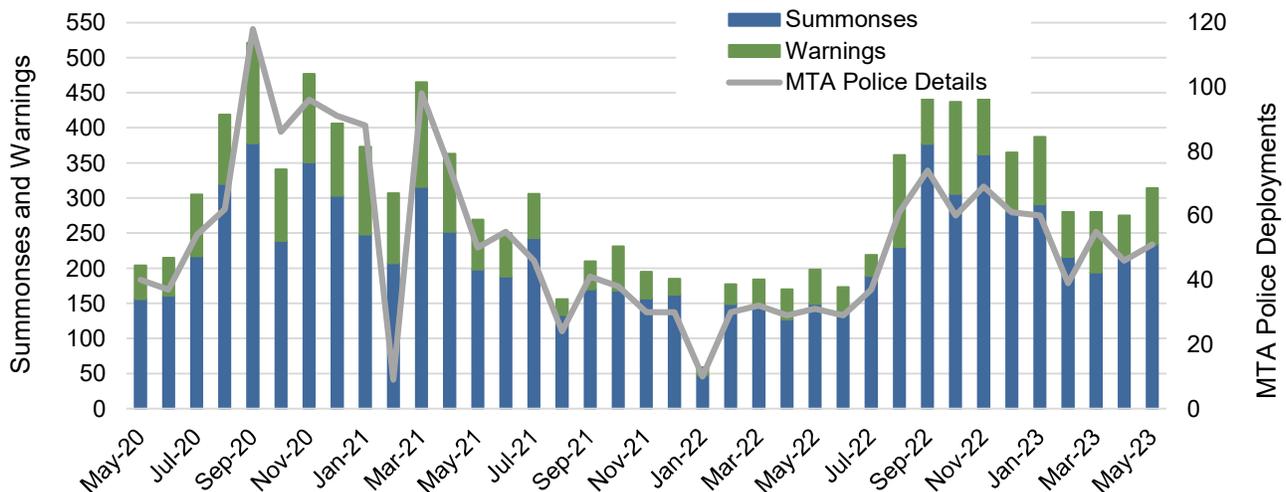
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



Metro-North Railroad

Metro-North Railroad's reportable customer injury rate increased from 2.02 to 2.07 per one million customers in the current 12-month reporting period, June 2022 through May 2023, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 2.18 to 2.08 per 200,000 working hours, compared to the prior 12 months.

The Metro-North Office of System Safety (OSS) continues to investigate each incident in partnership with the operating departments, including identifying root causes and contributing factors and documenting corrective actions for follow-up. OSS also reviews cases for patterns and meets with operating departments on a rotating basis to review selected cases in depth.

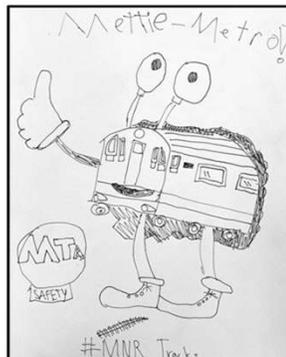
Metro-North's second quarter Safety Focus Week was held June 12-18. Throughout the week, managers held interactive discussions with employees on key topics including motor vehicle safety during reverse moves and personal electronic device reminders. During the meetings, employees are invited to raise any other safety topics for discussion and follow-up by OSS.

Recent customer and community safety outreach highlights include International Level Crossing Awareness Day (ILCAD) on June 15. On that date, Metro-North conducted outreach at 5 grade crossings in New York and Connecticut (Hudson Avenue, Peekskill NY; Roaring Brook Road, Chappaqua NY; Portland Avenue, Ridgefield-Branchville CT; Glover Avenue, Danbury CT; and Eagle Street, Waterbury CT), making 663 contacts. Metro-North Station Ambassadors also performed outreach at three stations near grade crossings (Peekskill, South Norwalk, and Chappaqua), making 850 contacts. Thanks to the MTA Police Department, Federal Railroad Administration, Connecticut Department of Transportation, and Connecticut Operation Lifesaver, who partnered with Metro-North OSS staff for the grade crossing outreach events.

MNR's rail safety education and outreach program, Together Railroads and Communities Keeping Safe (TRACKS), has announced the winners of the annual TRACKS rail safety poster contest. This year's contest invited entrants to propose a new costume design for Metro Man, Metro-North's rail safety mascot. There were 87 entries, and a winner was selected from each of the four age groups. Design concepts from all winners will be incorporated into the new costume or other outreach materials. Once the costume is developed, the new Metro Man will make an appearance at the winner's school. The winners are:



Brooke, Pre-K



Lara, Grades K-3



George, Grades 4-8



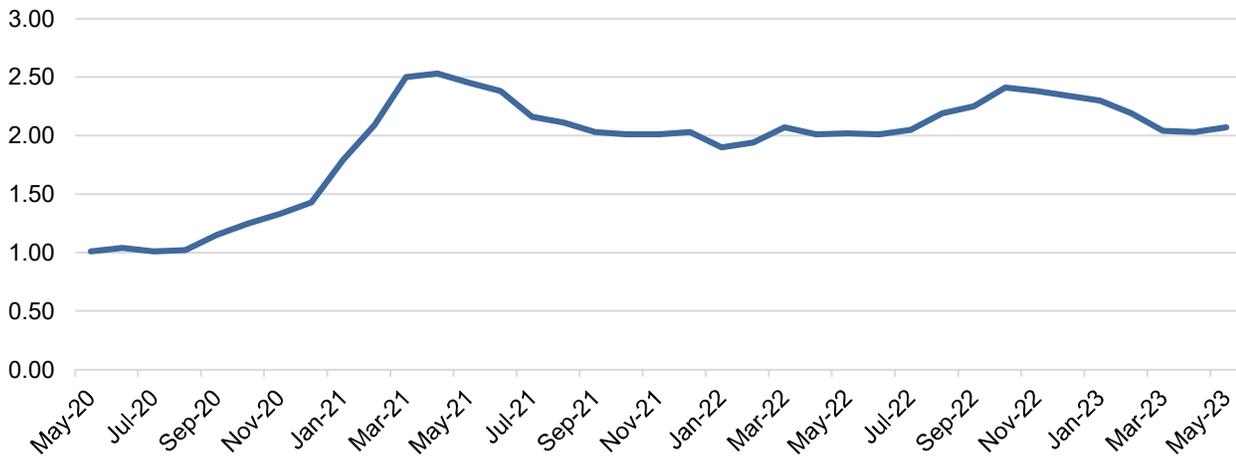
Dilan, Grades 9-12



Performance Metrics

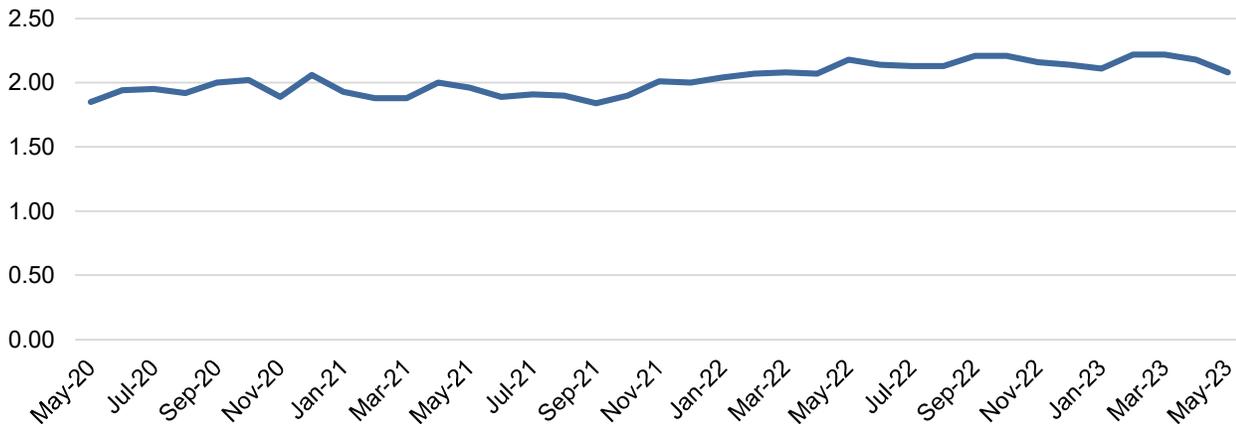
Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2020	2021	2022	2023 YTD
Train Derailments	0	0	2	0
Train Collisions	0	0	0	0

Prevention Metrics (Leading Indicators)

Training for First Responders and Employees, and Customer & Community Outreach

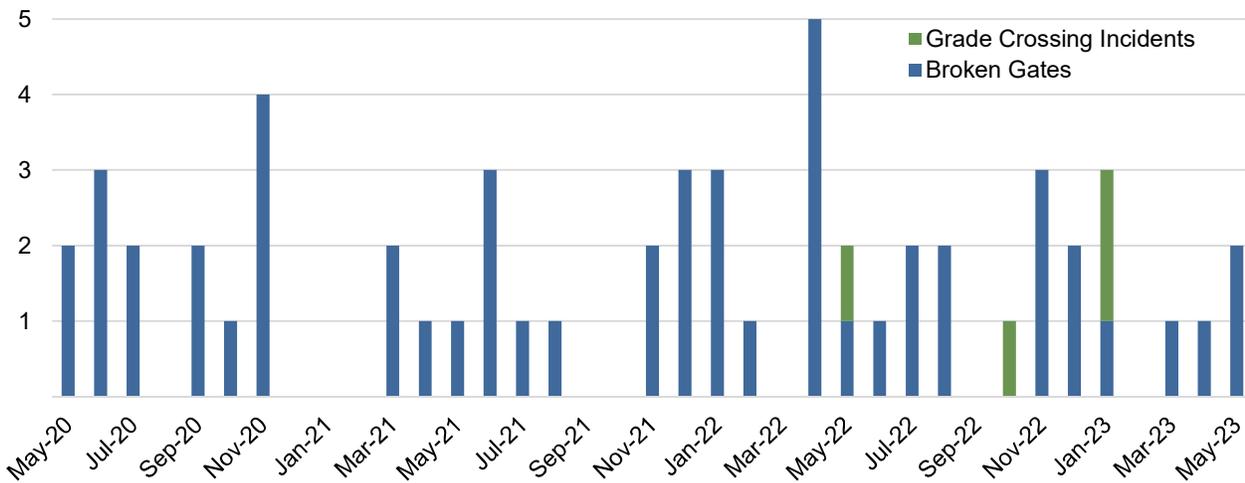
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	1,656	1,868	1,500	645
Employees	2,787	3,080	2,800	1252
Customers and Community Members	17,605	52,606	35,000	24,497

Grade Crossing Safety Metrics

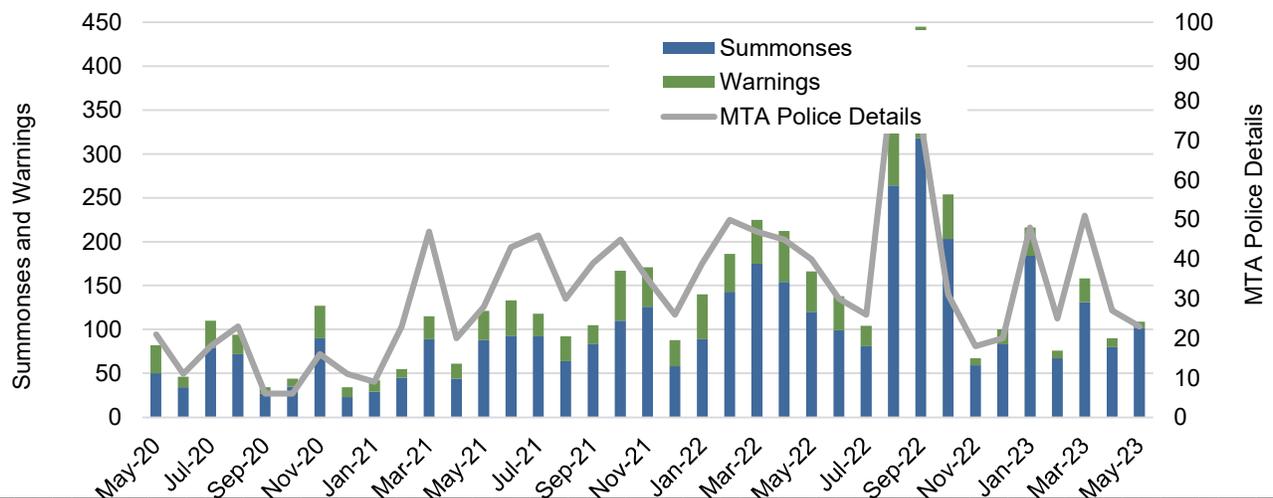
Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



New York City Transit

Subway Customer Accident Rates decreased when comparing the most recent 12-month period to the previous one.

Bus Collision Injuries, and Customer Accidents increased, while Bus Collisions increased slightly, when comparing the most-recent 12-month period to the previous one.

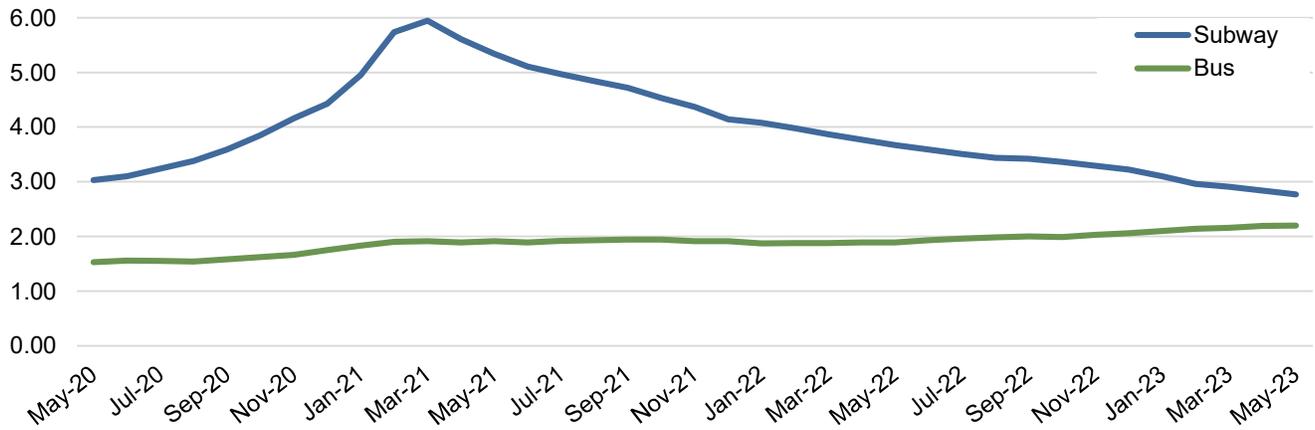
Employee Lost Time Accidents decreased when comparing the most recent 12-month period to the previous one.

Subway Fires in June 2023 increased when compared to the same month a year ago.

Performance Metrics

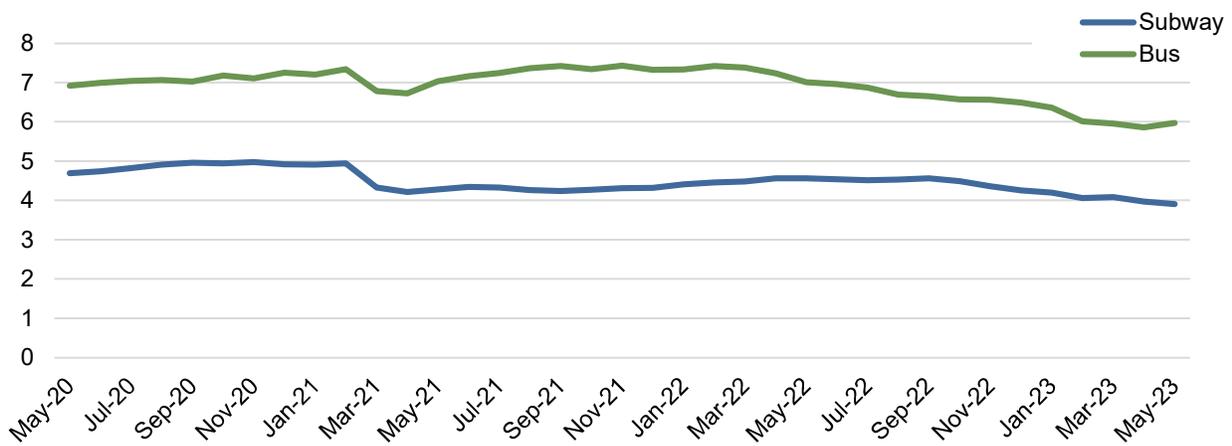
Subway and Bus Customer Accident Rate

The number of subway and bus customer accidents per million customers (12-month rolling average).



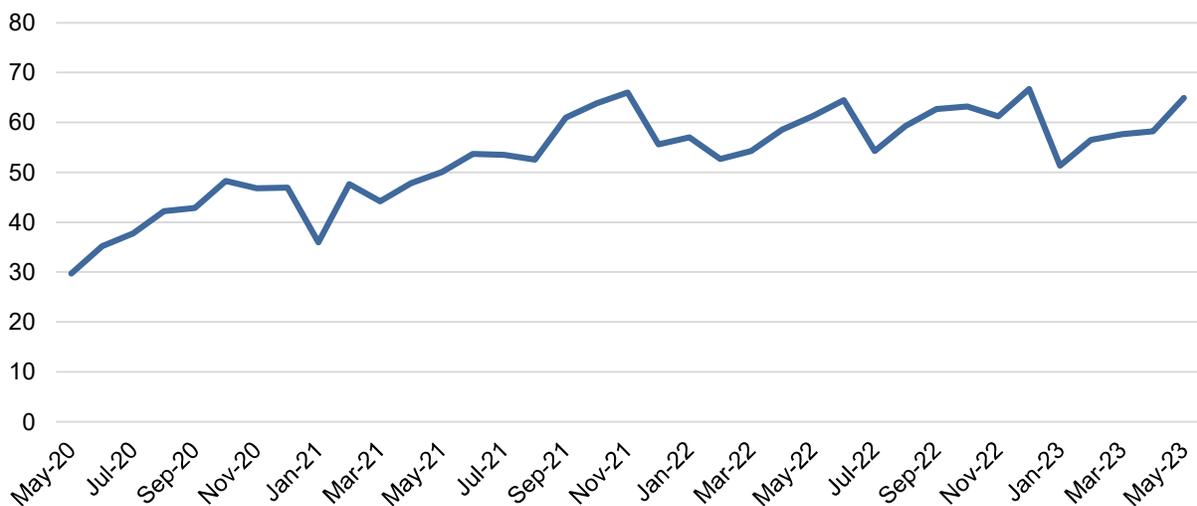
Subway and Bus Employee Lost Time Injury Rate

The number of employee lost time accidents per 100 employees (12-month rolling average).



Bus Collision Rate

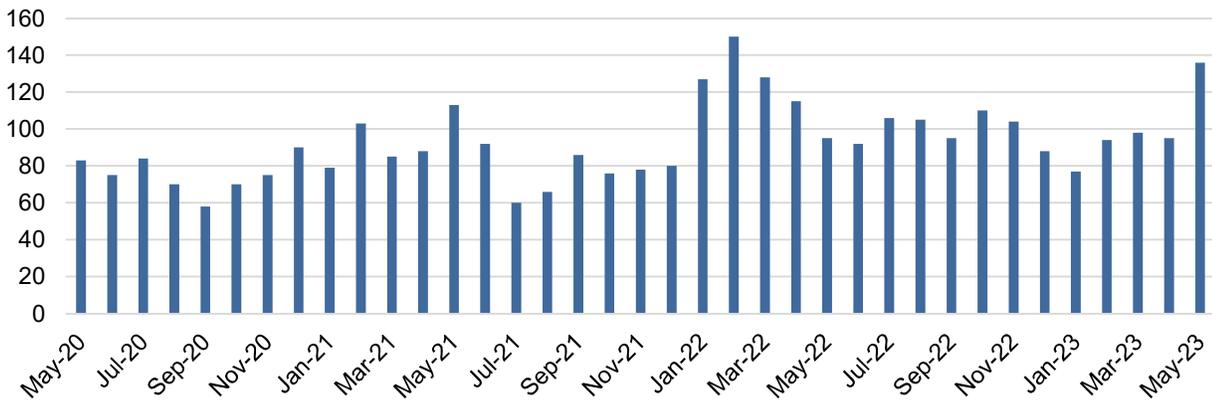
The number of bus collisions per million miles.





Subway Fires

The number of fires in the subway system including along the right-of-way, in stations, and on trains.



Subway Derailments and Collisions

The number of subway derailments and collisions on the mainline right-of-way and in rail yards.

Year	2020	2021	2022	2023 YTD
Mainline Collisions	0	0	0	0
Yard Collisions	2	3	3	0
Mainline Derailments	5	0	1	1
Yard Derailments	4	10	6	1

Prevention Metrics (Leading Indicators)

Joint track safety audits review critical on-track safety items such as flagging, third rail, and lighting. Continuous welded rail installations significantly reduced the number of rail joints to lessen the occurrence of broken rails. Friction pad installations reduces broken rail incidents and rail defects. Audible Pedestrian Turn Warning Systems produce an audible voice alert to pedestrians when a bus is making a left- or right-hand turn. Vision Zero Employee Training provides pedestrian safety training to all bus operators.

	2022	2023 YTD	
		Target	Actual
Joint Track Safety Audits Completed	311	340	120
Continuous Welded Rail Installed (Feet)	23,228	10,758	13,335
Friction Pads Installed	28,122	22,000	22,293
Audible Pedestrian Turn Warning Systems Installed	610	800	130
Vision Zero Employee Trainings Conducted	4,977	4500	2,561

MTA Bridges and Tunnels

When comparing rates to pre COVID operational periods, we continue to see an observed considerable drop in the number of incidences, while maintaining average daily traffic counts of over nine hundred thousand crossings. This positive trend is attributed to a combination of law enforcement, real-time communication to our customers on roadway conditions, and the implementation of engineering controls that enhance travel efficiencies and reduce the frequency of roadway collisions.

Regular safety monitoring while working with our colleagues and partners in Construction and Development continue to demonstrate that engineering controls implemented have impacted those conditions that once served as primary contributors to the collision count.

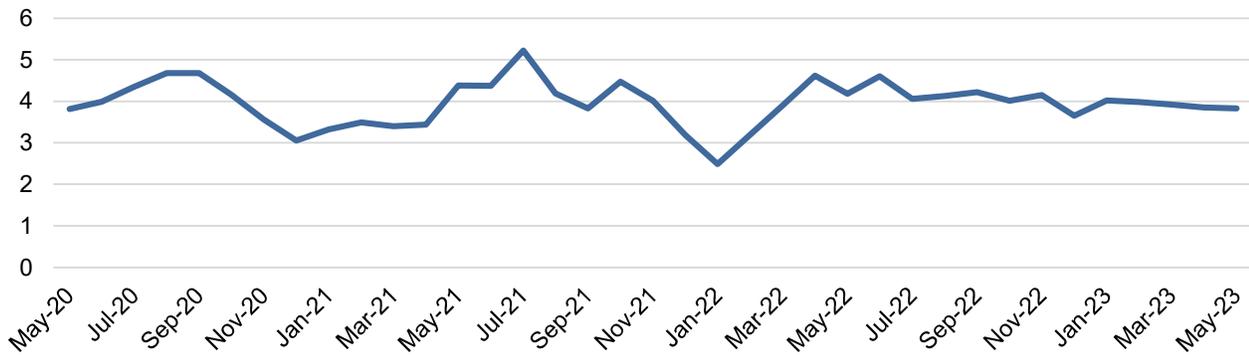
With respect to injury on duty the total number of incidences are year to date less than the same period 2022.



Performance Metrics

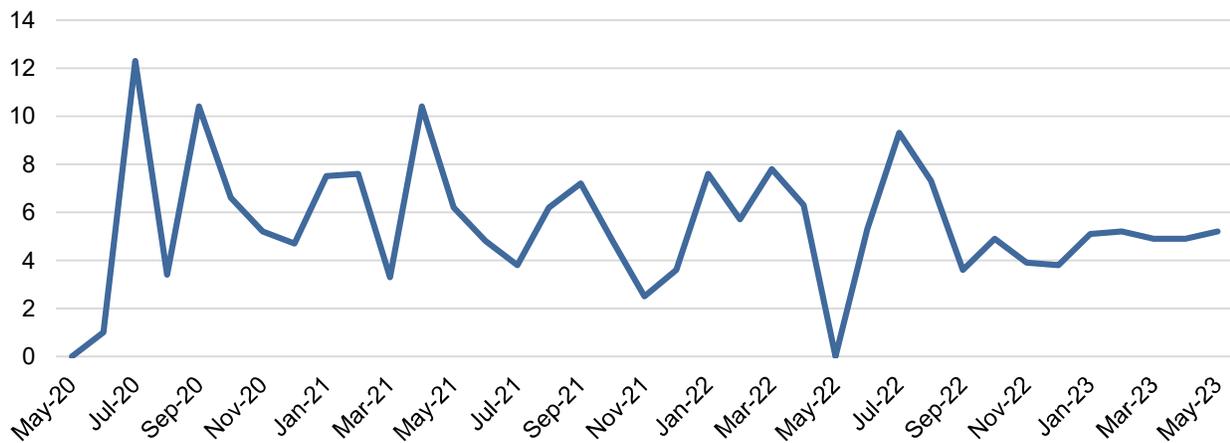
Customer Collision Rate

The number of customer vehicle collisions per one million vehicles.



Employee Lost Time Injury Rate

The number of employee lost time accidents per 200,000 hours worked.



Prevention Metrics (Leading Indicators)

Workforce development provides safety and skills training to all operations, maintenance, and staff personnel. Safety task force inspections are conducted at each facility to improve customer and worker safety. Fire code audits include reviews of fire prevention activities and firefighting and suppression equipment, as required by the NY Uniform Fire Prevention Code. FDNY liaison visits include FDNY facilities tours to become familiar with fire equipment available in structures and buildings.

	2021	2022	2023 YTD	
			Target	Actual
Workforce Development	0	486	486	230
Safety Task Force Audits	14	14	14	5
Fire Code Audits	14	14	14	5
FDNY Liaison Visits	34	29	29	14

MTA Construction & Development

C&D Safety continues to monitor reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences. C&D covers all capital construction across all MTA agencies, including MNR, LIRR, NYCT, B&T, and C&D-integrated mega projects (ESA, 2nd Ave Phase two, Penn Access, Penn Gateway, Harold Interlocking, 3rd Track).

The reported Contractor incident information YTD 2023 includes the following: Slip Trips and Falls accounted for the highest number of reported lost time incidents, with a total of 10 occurrences which equates to 38% overall — Struck By/Against accounted for the highest number of reported recordable incidents, with a total of 11 occurrences, which also equates to 33% overall. The reported Lost Time incidents, YTD, are currently 10% lower than the total Lost Time Incidents reported in 2022 for the same period. The reported Recordable incidents YTD are 10% higher than the total Recordable Incidents reported in 2022 for the same period. Targeted outreach will be performed with increased inspections and to projects with the scope of work which pose a higher risk.

Overall total inspections YTD 2023 totaled 4,953. These inspections consisted of internal inspections/audits, totaling 1,391, and external inspections performed by Third- Party Safety Consultants and OCIP, totaling 3,562. The safety inspections included general positive and negative observations, including General Safety / Housekeeping, Site Security & Public Protection, Fall Protection, Stairs and Ladders, and PPE for negative observations. Positive observations included Tools (Hand & Power), Vehicle & Equipment Safety, Supervision/ Organization, Fire Protection, and Electrical. C&D Safety Oversight continues to monitor the inspection findings for identified trends. Advisories and communications on these items are being developed for additional outreach and awareness to staff and Contractors. Additional outreach material for C&D staff and Contractors is being developed for use during project and staff safety meetings to align with the C&D Safety Management System.

- AECOM Safety Assessment Initiative – Advance a multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.

- AECOM continues working on the delivery of training material for the Phase 1 rollout. After C&D approves training materials, "Train the Trainer" sessions will be held with C&D Safety Oversight and BU Safety personnel. AECOM continues working with C&D Safety Oversight and other C&D groups to revise the Division 1 Specifications to align the responsibilities and deliverables of the Contractor/Design Builder with the MTA C&D Safety Management System. They are also developing a specification that the PMCs will use to ensure their project responsibilities align with the established MTA C&D Safety Management System.

- The digital solution for the Safety Management System continues progressing with HQ and has been incorporated into an Agencywide ESS. The specific module for C&D will allow real-time inspections and submissions to be viewed and tracked, with input from all users (e.g., GC/PMC field safety coordinators and C&D Safety Oversight/BU Safety staff). The scope of work (SOW) is being finalized with all stakeholders.

Independent Third-Party Safety Inspection Consultant – The Independent Safety consultant is tasked with auditing contractor compliance with applicable federal (such as OSHA, EPA), state, and local regulations, approved Construction Health and Safety Plan (CHASP), and the contract's specific requirements.

- Under the current contract modification, the Consultant performs inspections within the various CD Business Units. C&D Safety Oversight continues to work with the Consultant to resolve any issues or challenges that may arise while closely monitoring inspections.

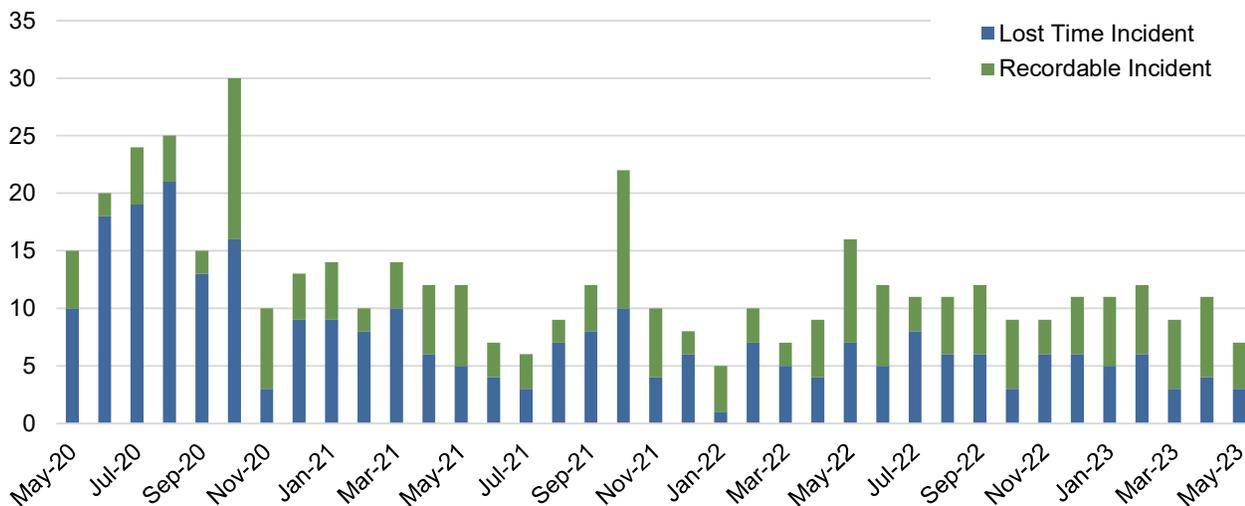
VP Safety Oversight continues outreach initiatives with Contractors and Construction organizations to discuss C&D Safety trends and lessons learned from current projects. Additional outreach material for C&D staff and Contractors is being developed for use during project and staff safety meetings to align with the C&D Safety Management System. The Monthly & Quarterly Outreach meetings with the various PMC/CCM consultant companies are ongoing and include discussions on possible areas for additional collaboration and mitigations for ongoing and future projects.



Performance Metrics

Contractor Lost Time and Recordable Incidents

Lost time incidents measure the number of contractor safety-related incidents leading to lost time. Recordable incidents measure the number of safety-related incidents recorded that do not result in contractor lost time.



Serious Incidents

The number of serious safety-related incidents.

	2022	2023 YTD
Struck by / Against	4	0
Slips, Trips, Falls	5	0
Electrical Shock	1	0
Laceration	2	0

Prevention Metrics (Leading Indicators)

Inspections and Audits

The number of inspections and audits performed at construction sites. Inspections are conducted in-house (internal) and by third-party safety consultants and Owner Controlled Insurance Program teams (external).

	2022	2023 YTD
Inspections and Audits - Internal	2,173	1,171
Inspections and Audits - External	6,264	2,911

MTA Safety Committee

Key Security Metrics

July 17, 2023

Long Island Rail Road

LIRR Office of Security proactively monitors locations based upon information developed through coordination with MTAPD, LIRR employee, Community complaints/concerns, Quality of Life issues, current trends, as well as information pulled from other sources. OOS is actively involved in the MTA's counter terrorism efforts providing real time surveillance and information as well as providing valuable forensic data during the investigative process.

Currently, major focus is on Terminal and Station public waiting areas utilizing LIRR Security Command Center access to cameras and access control technologies, which are supported by the use of analytics, which assist in the identification of problematic areas where individuals may remain and vandalize areas or present possible threats to customers.

Assist with identification of homeless individuals in need of assistance, using information developed, as outlined previously, Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness. When Office of Security personnel observes possible undomiciled conditions, LIRR works with MTA PD to address and correct the condition. The LIRR Security Command Center observed a total of Twelve apparently undomiciled individuals, dispatching police to render aide for the 2nd Quarter of 2023, Totaling Thirty for the first half of the year.

LIRR utilization of various security systems and applications has drastically reduced MTA PD Officers responses to unnecessary and accidental alarms at LIRR assets, such as Station Buildings, freeing up MTA PD Officers to address more serious conditions.

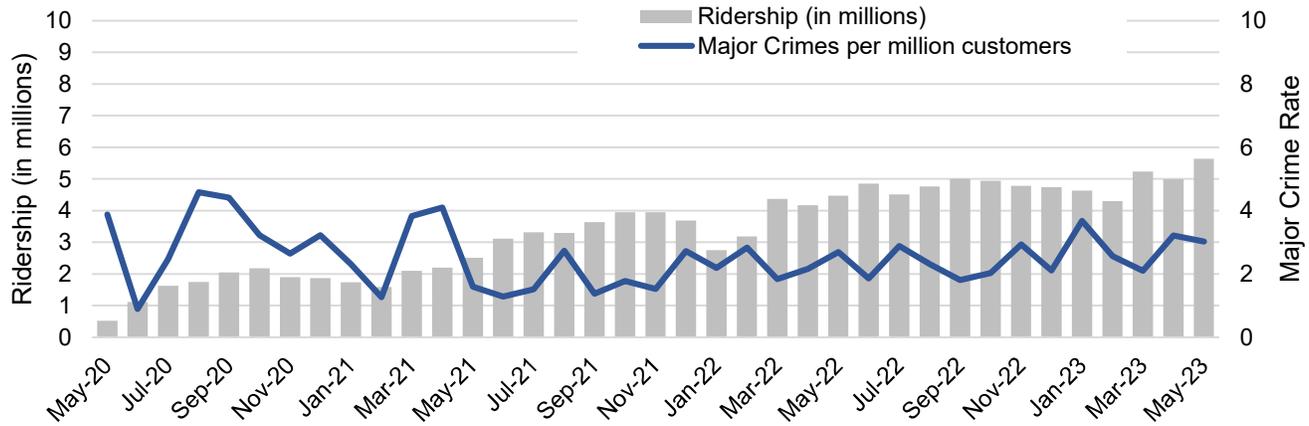
Based on trending patterns the LIRR Security Staff conducts security assessments at LIRR properties, such as station buildings, facilities, and yards. Security Personnel use all available information, as previously outlined, applying their intrinsic knowledge of the LIRR and current threat-based trends to determine if current security mitigations are sufficient to address all known security needs. The assessments support the recommended mitigations to address these vulnerabilities.

LIRR continually researches security technologies to address both physical security devices and security applications to ensure LIRR security systems remain current and viable, keeping in mind the fiscal responsibilities to the agency.

LIRR Office of Security is finalizing procurements to add additional camera coverage at 37 stations and the upgrade of 19 additional stations for the installation of Cameras, Burglary Systems and Fire Systems to further protect MTA LIRR Customers, Employees and physical assets.

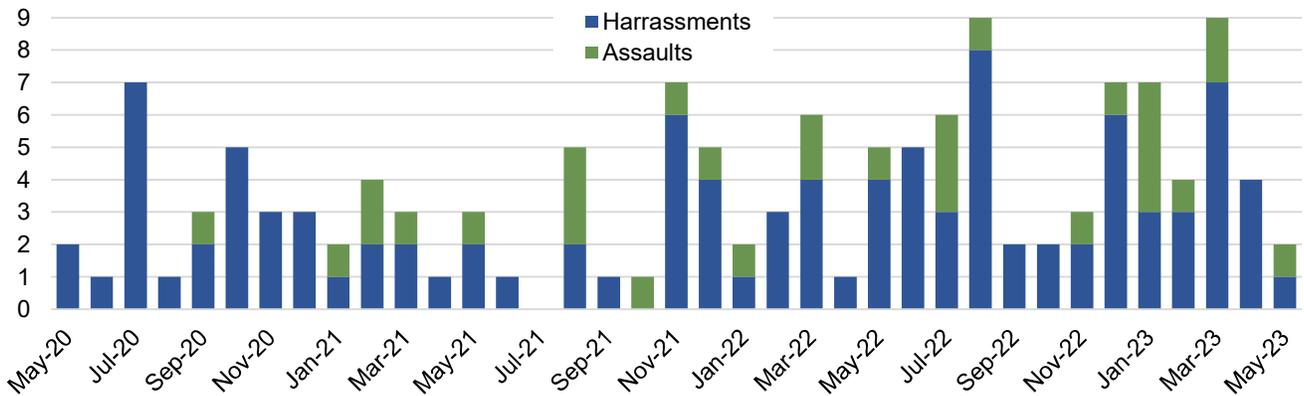
Major Crimes Against Customers

The rate of all major crimes (murder, rape, robbery, felony assault, grand larceny) against customers, per million customers



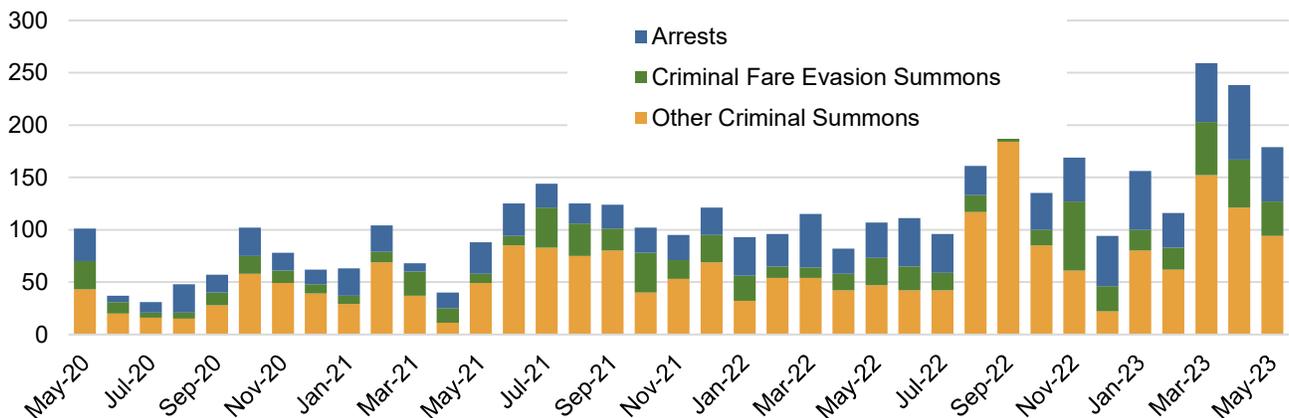
Assaults and Harassments Against Employees

The number of assaults and harassments against LIRR employees recorded by MTAPD, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department



Metro-North Railroad

The Metro-North Railroad (MNR) Security Department (Security) continues to support MNR Operations as well as the MTA Police Department. As the dependency on video surveillance continues to rise, MNR Security expand its video surveillance footprint. On a regular basis, video camera locations are added to MNR Security video network which now exceeds 15,000 cameras. Support of MNR Operations and MTAPD is enhanced through use of a state-of-the-art video management system which allows for immediate video distribution to specific individuals using cloud-based technology. MNR Security's unique and advanced ability to manage and protect video ensures all requested video is secured, archived, and rapidly distributed.

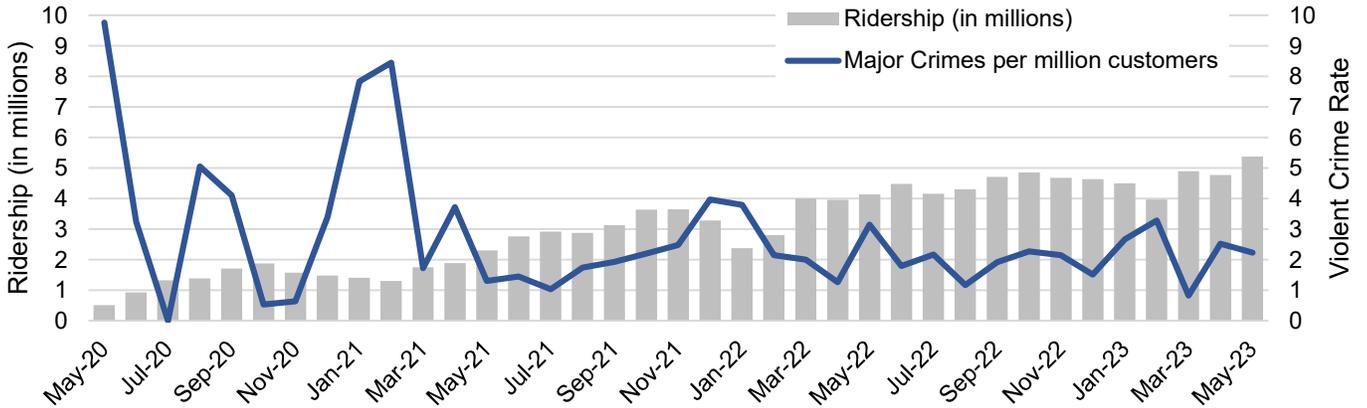
MNR Security takes great pride in managing the Workplace Violence Prevention Plan (WVPP). Since 2016, MNR Security has investigated every instance of Workplace Violence (WPV) that has been reported by MNR employees. The total number of WPV cases investigated from 2016 until the end of 2022 is 529. The total number of substantiated WPV cases in that same time frame is 348. On average, MNR Security investigates 76 cases per year and has substantiated an average of 50 WPV cases per year. MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent place for WPV to occur. In conjunction with MNR Transportation, MNR Training and the MTAPD, a training program was established to address de-escalation techniques for frontline employees to help address successful techniques for reducing a WPV situation.

MNR Security along with MNR Transportation has had weekly meetings with MTAPD since 2022 to address specific and general concerns for onboard WPV incidents. The establishment of a dedicated MTAPD Train Patrol has greatly enhanced the ability to directly address and prevent specific and frequent WPV and other onboard incidents like fare evasion, panhandling and harassment.



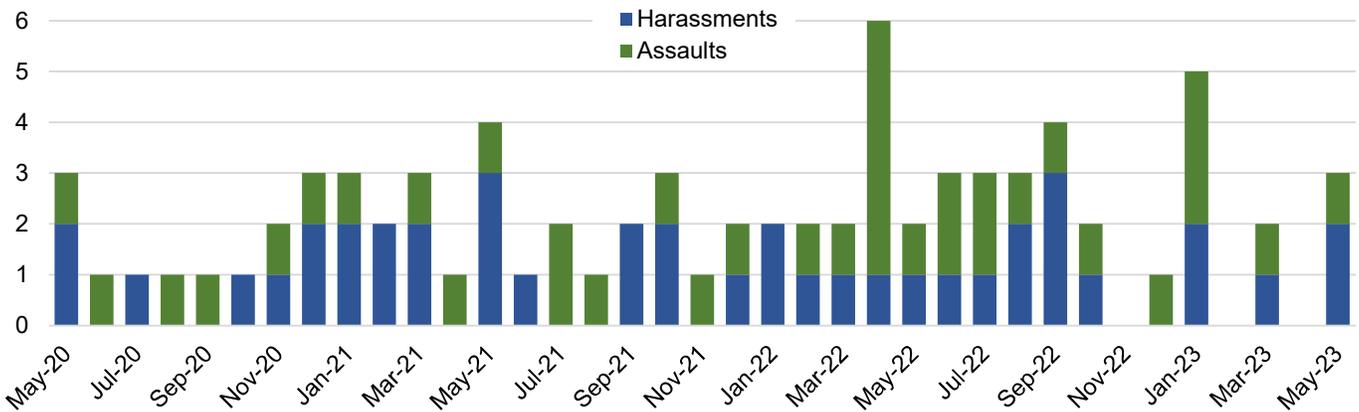
Major Crimes Against Customers

The rate of all major crimes (murder, rape, robbery, felony assault, grand larceny) against customers,



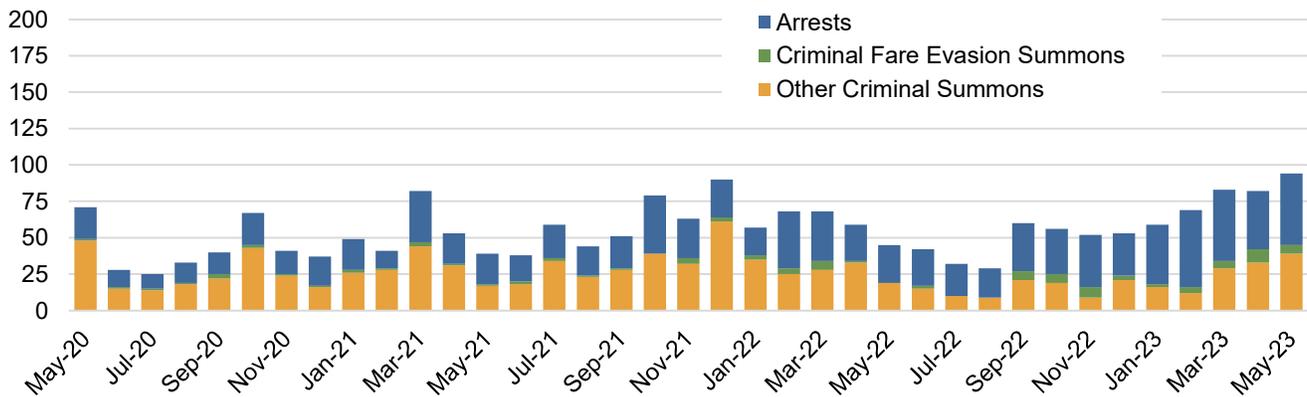
Assaults and Harassments Against Employees

The number of assaults and harassments against Metro-North employees recorded by MTAPD, per NYS criminal law



Summonses and Arrests

The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department



New York City Transit

Monthly Major Felony Crime ticked up 16% from April 2023 but remained flat from the 2022 Monthly average. Crimes per million rides remained nearly flat from April 2023, and the rate was down 20% from the CY 2022 Monthly Average. Employee workplace violence cases were up 13% from April 2023 but were down 3% from the 2022 Monthly average.

PD summonses and arrest activity continues to trend upward into 2023. May Fare Evasion Summonses in the Subway are up 66% from the 2022 average. Arrests are also up 69% from last year's average.

NYCT continues to innovate internal programs as well as partner with NYPD and MTAPD on multiple initiatives geared towards crime reduction, enhanced customer and employee safety, and improved customer experience.

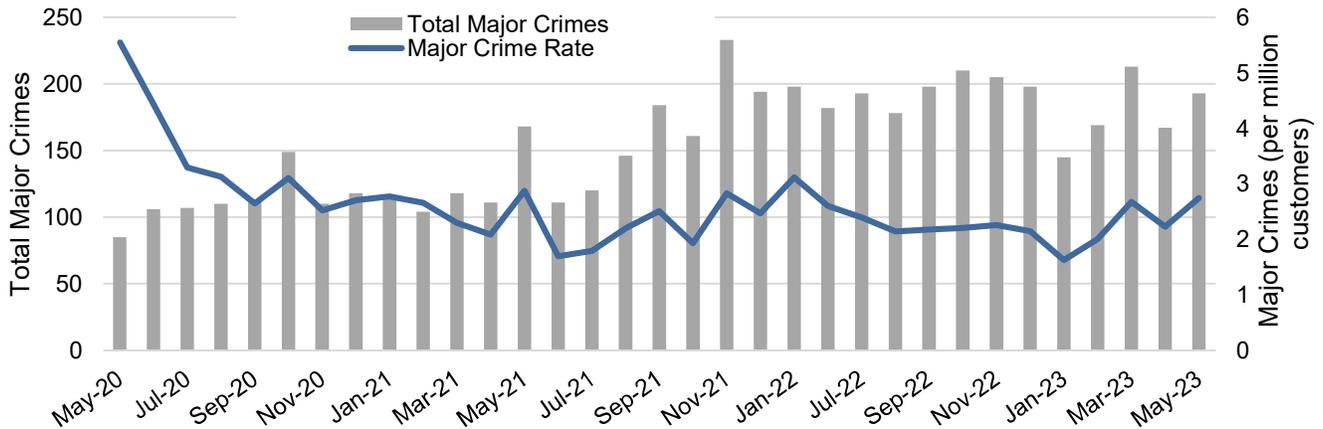
Cops, Cameras, Care effort remains the main focus to curb subway crime and violence. This effort includes surging officers into the transit system to boost the presence of uniformed officers on platforms and trains, renew efforts to aid people experiencing serious mental health issues, and continuing the rollout of cameras in the transit system.

MTAPD continues to focus their efforts in the subway system at 4 major hubs: Penn Station, Grand Central Terminal, Atlantic / Barclays, and Sutphin / Archer. These officers are focused on improving safety and security at these locations for our customers and employees. We are seeing increases in paid ridership and a significant reduction in QoL incidents. This initiative also frees up resources for NYPD to redeploy some of their officers to other priority stations.

Improving overall safety and security in the entire transit system is a top priority. MTA/NYCT continues to work with the NYPD to provide detailed information about transit locations that experience violent and quality-of-life crimes. The NYPD has increased the presence and visibility of uniformed train patrols in the subways, putting more officers both on platforms and in trains. These officers have been instructed to focus on areas of higher crime as well as quality-of-life infractions such as fare evasion, smoking, and unsafe riding as well as being available on platforms of arriving trains to address issues riders experience while on the trains. Camera coverage expansion in stations and subway cars is progressing. Video from cameras in the system continues to be an important tool in identifying suspects, solving crimes, and deterring future crime.

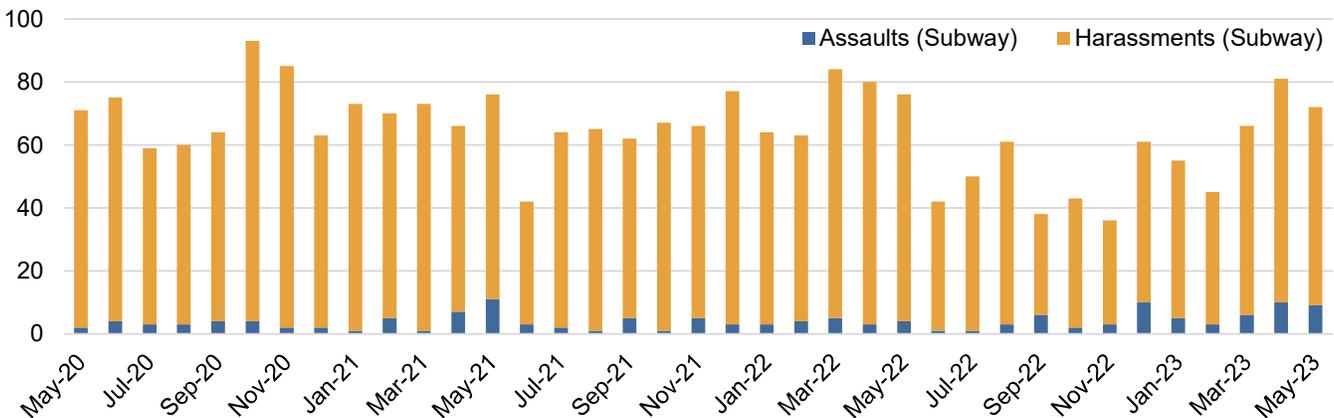
Major Crimes Against Subway Customers

The rate of all major felonies (burglary, murder, rape, robbery, felony assault, grand larceny) against subway customers



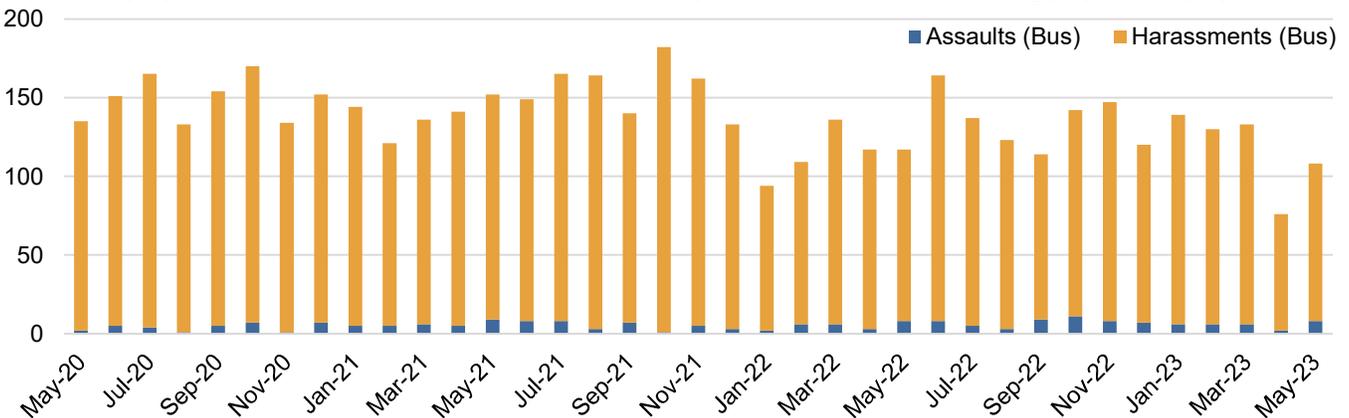
Assaults and Harassments Against Subway Employees

The number of assaults and harassments against subway employees. Under NYS penal law, assault requires physical injury. Harassment involves actions that annoy or alarm with no resulting physical injury.



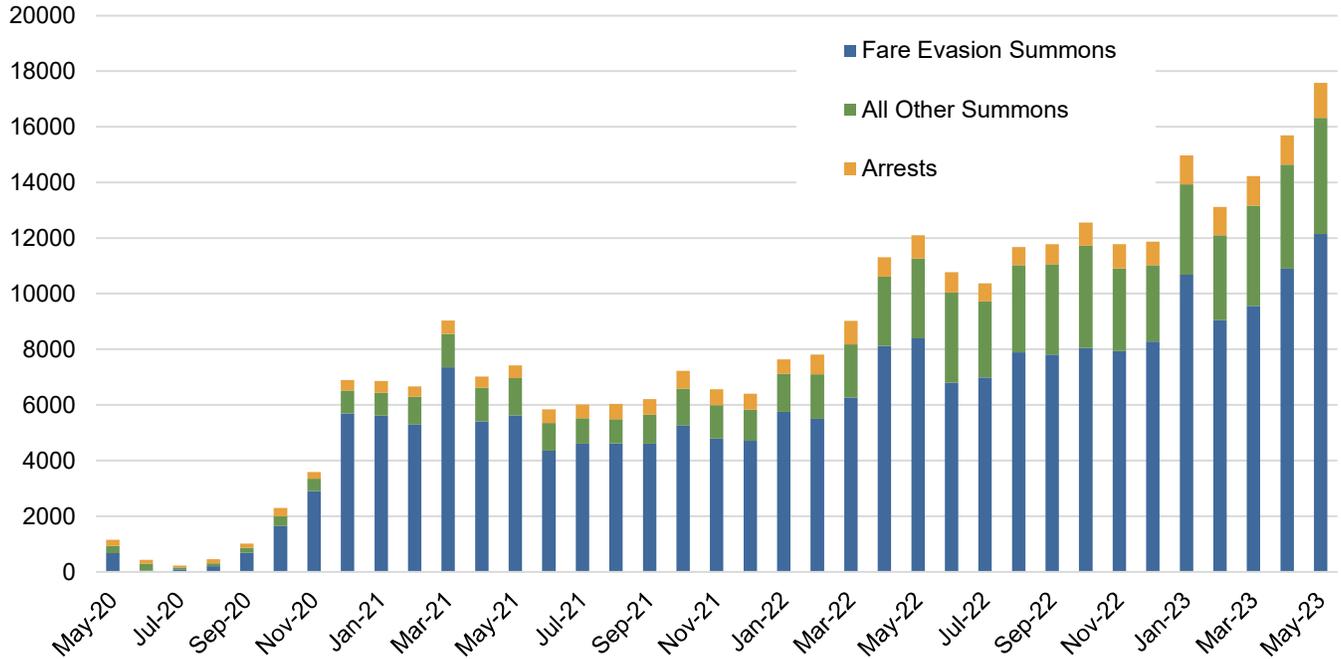
Assaults and Harassments Against Bus Employees

The number of assaults and harassments against bus employees. Under NYS penal law, assault requires physical injury. Harassment involves actions that annoy or alarm with no resulting physical injury.



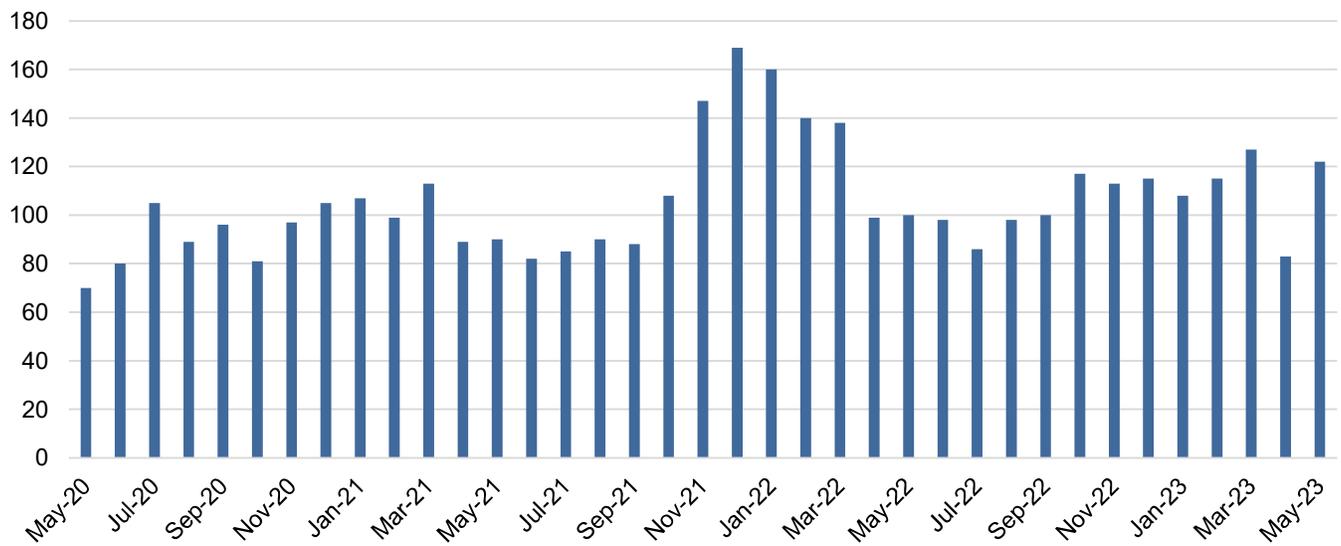
NYPD Summonses and Arrests

The number of summonses issues for fare evasion (Transit Adjudication Bureau + criminal); the number of summonses issues for other infractions; the number of arrests made by NYPD



Track Intrusion Incidents

The number of incidents in which a non-authorized person is on or about subway tracks, hindering subway operations



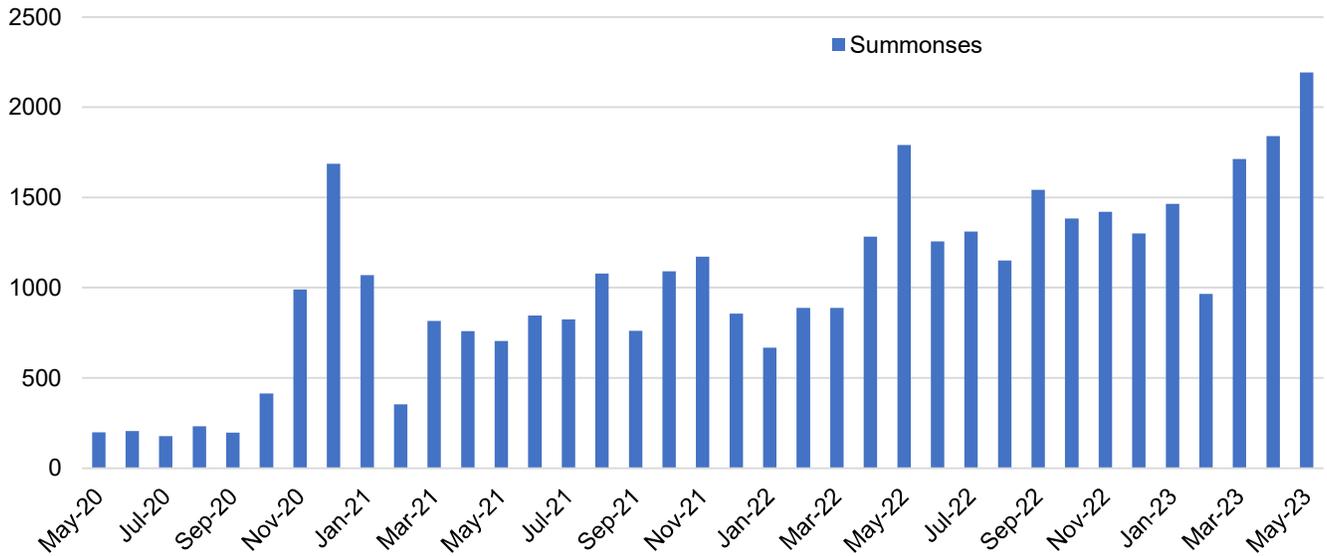
MTA Bridges and Tunnels

At Bridges and Tunnels, we continue to place strong emphasis on revenue protection & recovery coupled with a focus upon safety & security as our key factors in our delivery of service. Through enhanced efforts to interdict identified persistent toll violators.

Intra- and inter-agency toll enforcement efforts continue at B&T and we thank our regional partners for participating along with us. Enforcement of covered/obstructed/altered license plates and other safety-related violations not only creates a direct, positive effect on B&T's ability to collect tolls owed to us by our customers but enhances safety & security throughout the region for other types of enforcement efforts such as red light cameras and school-zone speed cameras. Finally, persistent toll violator enforcement brings more than simply the toll revenue that is owed to the MTA as it ultimately creates an even playing field for those using our facilities and paying their fair share for each and every crossing.

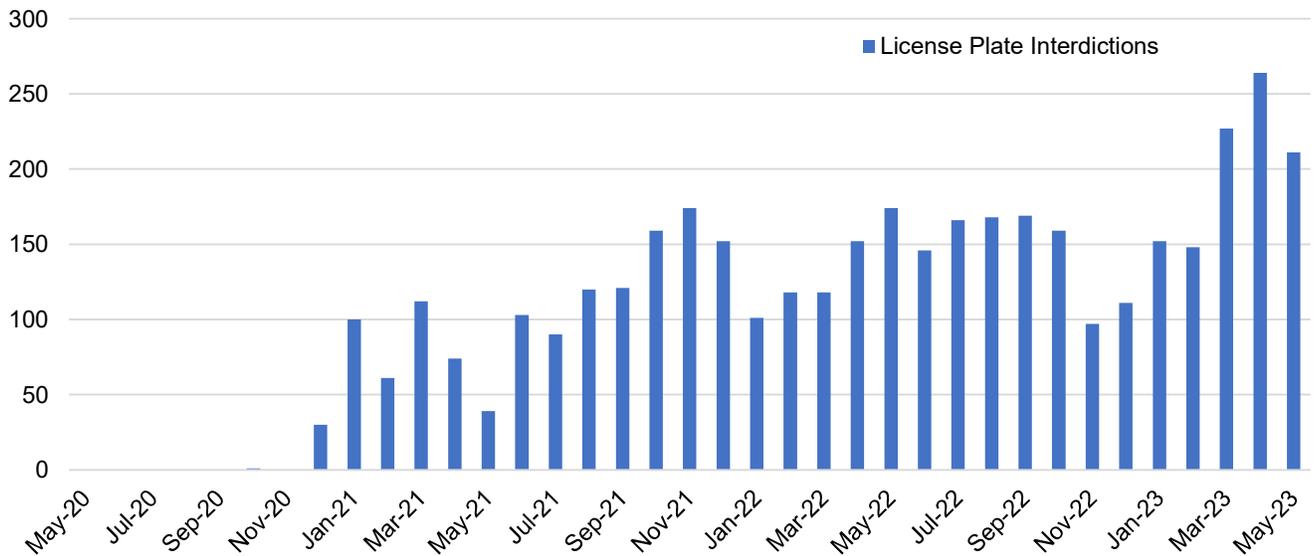
Bridges and Tunnels Summonses

All summonses issued by B&T Officers for violations including covered/obstructed plates, moving violations, etc.



Bridges and Tunnels License Plate Interdictions

Vehicles remanded for tow due to non-payment of tolls.



Grade Crossing Safety Improvement Program



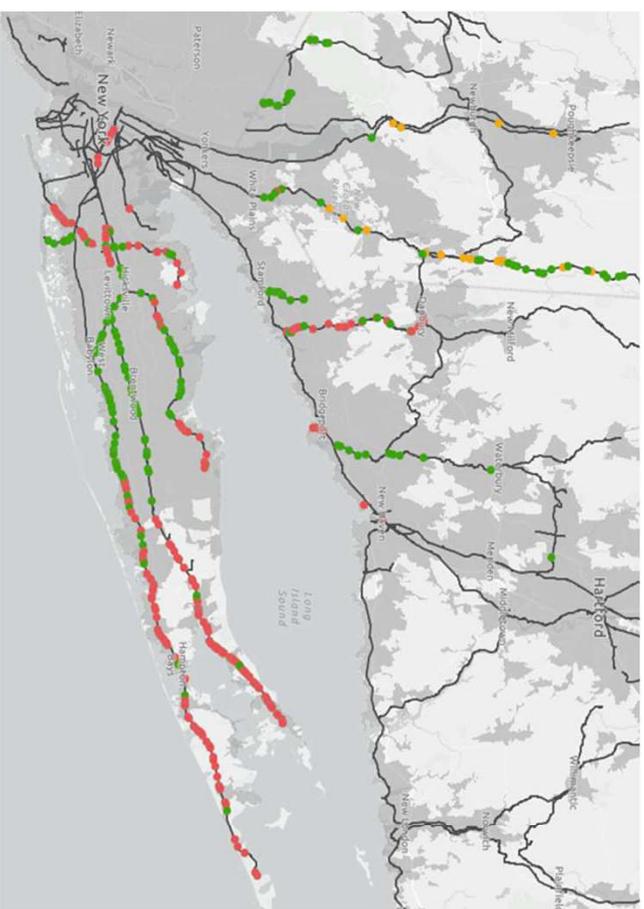
MTA Safety & Security Office

July 2023



Grade Crossing Inspections

- Grade crossing safety improvement inspections throughout LIRR and MNR territories.
- NYS DOT, municipalities, railroads, and HQ safety teams are engaged and actively take part in inspections.



- Inspected – Draft Report Issued
- Inspected – Draft Report Pending
- Not Inspected



Grade Crossing Inspections

- ▣ Findings and recommendations.
- ▣ Safety improvement projects and grant funding.



Grade Crossing Grant Projects

\$60M
Grant
funding



2016 FRA 3 Grant Projects – (42) MNR
and (12) LIRR crossings - \$11.3M

2020 FHWA/CARSI 1 Grant – (9) MNR
crossings - \$22M

2021 FRA/CRISI Grant – 1 MNR crossing
(Hudson Ave.) – \$2.5M

2022 FHWA/CARSI 2 Grant – (10) LIRR
and (5) MNR crossings - \$21.4M

Section 130 Grants – (1) LIRR and (5)
MNR crossings - \$3.5M

Grants

Project Name (all projects are in NY State)	Number of Crossings	Railroad	Total Project Funding (in millions \$)
FRA 1 – Grade Crossing Safety	3	LIRR;MNR	4.8
FRA 2 - Signal Preemptions	7	MNR	2.7
FRA 3 – CCTV	44	LIRR;MNR	3.8
FRA 4 – SOGR Grant – Hudson Ave	1	MNR	2.5
FHWA – CARSI Grant (Round 1)	9	MNR	21.9
FHWA – CARSI Grant (Round 2)	15	LIRR;MNR	21.4
Section 130 - MNR	5	MNR	3.4
Section 130 - LIRR	1	LIRR	0.1
	85		Total 60.6



Security Grant Program at the MTA



July 2023



Security Grant Program – Funding Sources

- ▣ **Transit Security Grant Program (TSGP)**
 - ▣ For eligible public transportation systems.
 - ▣ MTA is a Direct Recipient from FEMA.
 - ▣ Protect critical transportation infrastructure and the travelling public from terrorism.
- ▣ **Port Security Grant Program (PSSGP)**
 - ▣ For port authorities, facility operators, and state and local agencies.
 - ▣ MTA is a Direct Recipient from FEMA.
 - ▣ Implementing Area Maritime Security Plans, facility security plans, and other port-wide risk management efforts.
- ▣ **Urban Area Security Initiative (UASI)**
 - ▣ For high-risk urban areas.
 - ▣ MTA is a Sub-Recipient from NYSDHSES
 - ▣ Capabilities necessary to prevent, prepare for, protect against, and respond to acts of terrorism.
- ▣ **NYC District Attorney Fare Evasion Funding**
 - ▣ MOU between the NYCDA and the MTA
 - ▣ Law enforcement, personnel, training, equipment and construction costs to combat fare evasion and protect MTA workers.



Security Grant Program – Past Utilization

\$58M
Grant
funding

2019
\$15.61 million

- **Port Security Grant Program** (1 project)
- **Transit Security Grant Program** (5 projects)

2020
\$21.16 million

- **Transit Security Grant Program** (7 projects)

2021
\$11.14 million

- **Port Security Grant Program** (1 project)
- **Transit Security Grant Program** (5 projects)

2022
\$10.31 million

- **Transit Security Grant Program** (5 projects)
- **Urban Area Security Initiative** (2 projects)



Security Grant Program – Completed Projects

- ▣ **2019 Port Security Grant Program**
 - ▣ B&T – Underwater Security Inspection Program
- ▣ **2019 Transit Security Grant Program**
 - ▣ MTAPD – Directed Patrol Program
 - ▣ MTAPD – Explosive Detection Canine (EDC) Purchase & Sustainance
 - ▣ NYCT – 59th St. Columbus Circle Subway Complex ESS [Construction]
 - ▣ HQ OOS – NYS DHSES Moynihan Train Hall Exercises
- ▣ **2020 Transit Security Grant Program**
 - ▣ MTAPD – Directed Patrol Program
 - ▣ NYCT – Wall St. Subway Station Complex ESS [Construction]
 - ▣ NYCT – Canal St. Subway Station Complex ESS [Design]



Security Grant Program – Ongoing Projects



- **2019 Transit Security Grant Program**
 - LIRR – West Side Yard Portal Intrusion Detection Construction
- **2019 Urban Area Security Initiative**
 - NYCT – Subway Car CCTV Camera Equipment Purchase



- **2020 Transit Security Grant Program**
 - MTAPD – Explosive Detection Canine (EDC) Purchase & Sustainance
 - MTAPD – Active Shooter Training Simulator
 - LIRR – Purchase of Video Electronic Security Equipment
 - HQ OOS – MTH/GCM PROTECT Chemical Detection System Expansion
- **2021 Port Security Grant Program**
 - B&T – Unmanned Aerial System (UAS) Detection Measures



Security Grant Program – Ongoing Projects



2021 Transit Security Grant Program

- ❑ MTAPD – Directed Patrol Program
- ❑ MTAPD – Explosive Detection Canine (EDC) Purchase & Sustainance
- ❑ NYCT – Jay St. Metrotech Subway Station Complex ESS [Design]
- ❑ NYCT – West 4th St. Subway Station Complex ESS [Construction]
- ❑ HQ OOS – NYS DHSES Grand Central Madison Exercises



2022 Transit Security Grant Program

- ❑ MTAPD – Directed Patrol Program
- ❑ MTAPD – Computer Crime Unit Cybersecurity Measures
- ❑ HQ OOS – Penn PROTECT Chemical Detection System Expansion
- ❑ NYCT – 145th St. Subway Station ESS [Design]
- ❑ NYCT – 14th St. 8th Ave. Subway Station Complex ESS [Design]

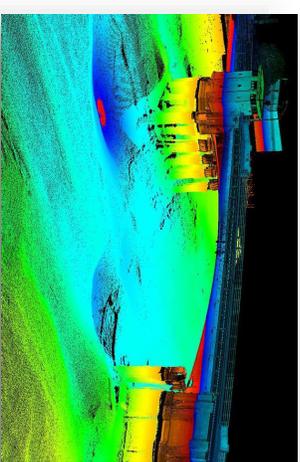
2022 Urban Area Security Initiative

- ❑ MTAPD – Social Media Monitoring Measures



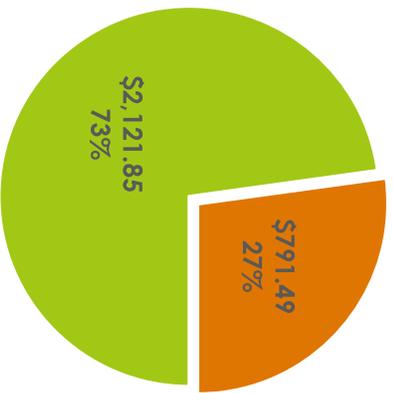
Security Grant Program – FY23 Projects

- ▣ **2023 Transit Security Grant Program**
 - ▣ IT – Enhanced Cybersecurity Segmentation of Critical Infrastructure
 - ▣ MTAPD – Directed Patrol Program
 - ▣ MTAPD – Explosive Detection Canine (EDC) Purchase & Sustainance
 - ▣ LIRR – GCM Midday Storage Yard & Track ESS [Construction]
 - ▣ MNR – 20 Station Deployable CCTV System (PODs) [Construction]
 - ▣ NYCT – Canal St. Station Complex ESS [Construction]
 - ▣ NYCT – 10 Station Laser Intrusion Detection System (LIDS) [Design]
 - ▣ NYCT – Subway Car CCTV Equipment Purchase
- ▣ **2023 Port Security Grant Program**
 - ▣ B&T – Facility Physical Keyway Upgrade [Design]
 - ▣ B&T – Special Event Law Enforcement Coverage
 - ▣ B&T – Security & Operational Training / Exercise Program
 - ▣ B&T – Underwater Security Inspection Program
 - ▣ IT - Cybersecurity Detection and Monitoring of Highly Segmented Systems



Security Grant Program – Past Utilization

TSGP Since 2003 (\$M)



Transit Security Grant Program (TSGP) – 13 Year Look Back

