

**MTA Safety Committee**

# **Key Safety Metrics**

February 26, 2024

# Long Island Rail Road

The Corporate Safety Department continues to work collaboratively with our partners, including the Operating Departments, Employee Training Department, and Labor Organizations; to address the unique hazards present in our railroad operating environment. In compliance with regulatory requirements and industry standards, including the Federal Railroad Administration mandated System Safety Program Plan and Safety Management System principles; we develop and implement policies, procedures, and programs as well as strategically conduct audits, inspections, observations, and investigations to mitigate risk and optimize safety performance for our employees, customers, contractors, and the communities we serve. We also focus on ensuring safety throughout the life cycle of design and build of both capially and operating funded construction projects.

During 2023, the Corporate Safety Department:

- The Operations Division performed 211 inspections in yards, facilities, and along the right of way; conducted 5,335 employee observations for safety and operating rules compliance; investigated nine on track safety incidents; conducted 22 training programs for new employees; and lead 12 Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings.
- The Investigations and Analysis Division conducted 36 rail investigations; closed 37 recommendations; and issued three Safety Bulletins.
- The Occupational Safety Division conducted 89 Occupational/Industrial Hygiene assessments and 25 new job task hazard analyses.
- The Environmental Safety Division performed 521 inspections of tanks, hazardous material storage facilities, erosion and sediment control measures, and treatment systems while supporting document reviews and site safety inspections for 25 construction projects.
- The Capital Project Safety Compliance Division supported 57 construction projects through document review and performing 92 site safety inspections.
- The Office of the Fire Marshal trained 1,492 emergency responders; conducted 912 code compliance inspections of LIRR employee and tenant occupied spaces; supported 370 capital project document reviews and site inspections for conformance to code requirements; and responded to 832 emergency call outs. In addition, for the federally mandated emergency preparedness exercise, the Office of the Fire Marshal worked with the Employee Training and Operating Departments to conduct a simulated train versus vehicle collision mass casualty event.
- The TRACKS Community Education and Outreach Program partnership with the MTA Police conducted 282 classroom training programs reaching 23,435 participants and 167 special events reaching 55,455 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	4
Train Collisions	1	2	0	0

# Prevention Metrics (Leading Indicators)

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

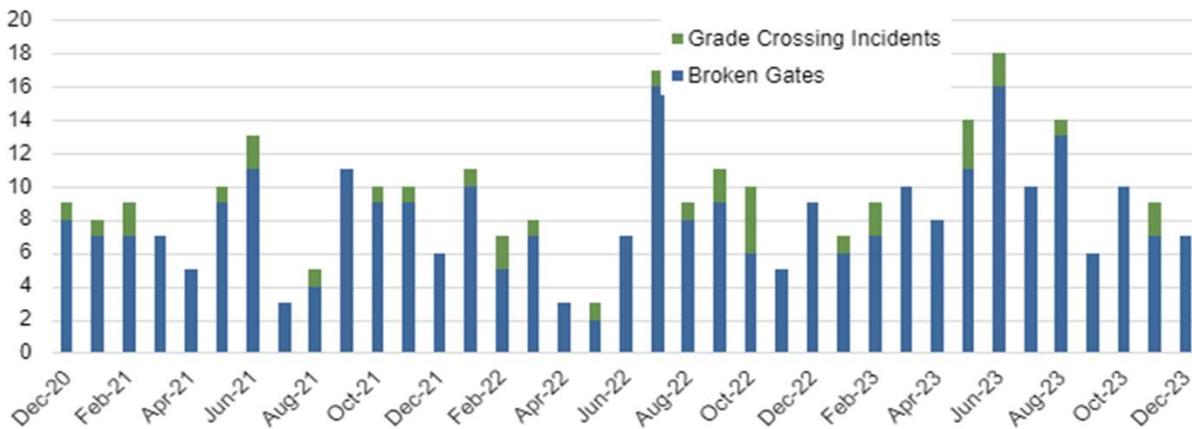
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	568	1,561	879	1,492
Employees	3,866	4,764	5,026	6,592
Customers and Community Members	36,058	59,213	44,900	78,890

# Grade Crossing Safety Metrics

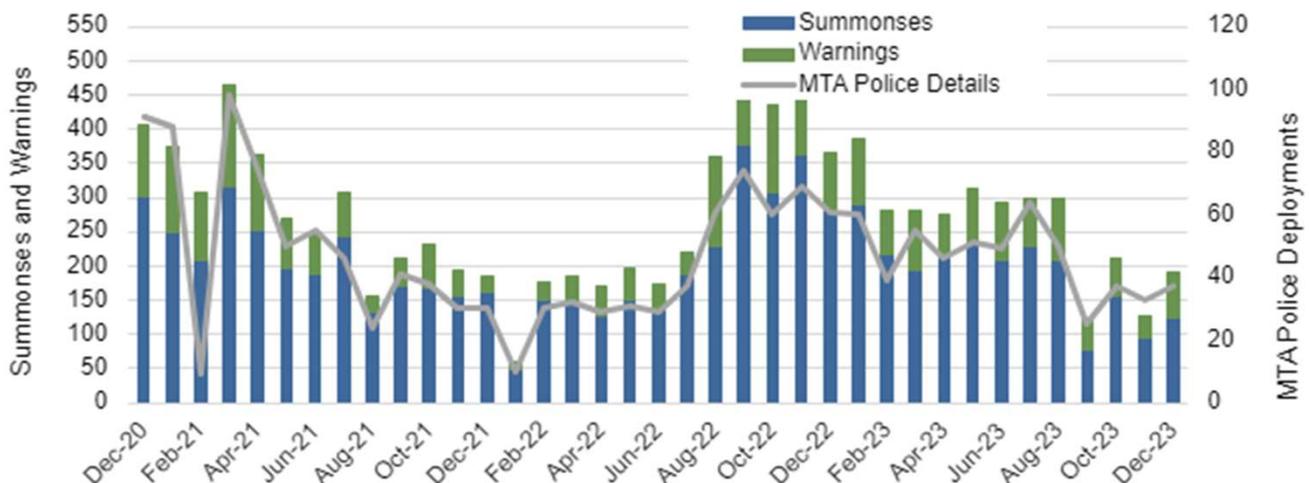
## Grade Crossing Incidents and Broken Gates

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

For the current 12-month reporting period, January 2023 through December 2023, the reportable customer injury rate decreased from 2.38 to 2.00 per one million customers, compared to the prior reporting period of January 2022 through December 2022. The reportable employee lost time injury rate decreased from 2.14 to 1.93 per 200,000 working hours, compared to the prior reporting period. There were 5 reportable grade crossing incidents in 2023, compared to 2 in 2022. There were no mainline reportable train derailments in 2023, compared to 2 in 2022, and there were no mainline reportable train collisions in 2022 or 2023. Slips, Trips and Falls were the most frequent injury type for both customers and employees in 2023.

Metro-North has continued to take steps to enhance customer and employee safety; highlights of efforts during 2023 include the following examples.

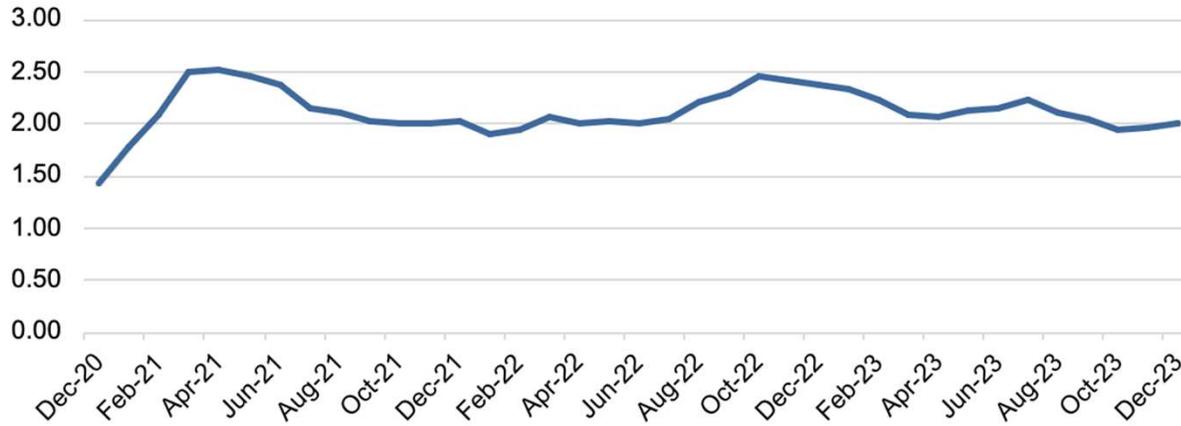
- The Office of System Safety (OSS) Field Safety team completed over 1,350 safety audits and inspections systemwide at shops, yards, stations, and along the right-of-way. Findings are shared with the operating departments for corrective action; examples include yard cleanups and coordination with the Metro-North Right of Way Task Force on concerns regarding trespasser activity and access along the right-of-way.
- Under the Roadway Worker Protection Audit program, operations and safety managers conducted 21 group audits, in which they scheduled a full shift to audit work on or about the tracks to ensure compliance with operating and safety rules and engage with field employees.
- Customer and community outreach through the Together Railroads and Communities Keeping Safe (TRACKS) program totaled 69,984 in-person contacts for the year, including outreach at grade crossings, stations, and community events. QPR (Question, Persuade, Refer) suicide prevention awareness training was delivered to 163 employees in 2023.
- The OSS Industrial Hygiene and Hazard Analysis team conducted 37 reviews of chemicals and safety related/personal protective equipment items, performed 39 job safety analyses, and issued 47 Safety Alerts, Red Alerts, Bulletins, and Notices to support safe operations.
- The OSS Safety Engineering team completed the first annual internal assessment of the Metro-North System Safety Program Plan and developed the Fatigue Risk Management Program for submittal to the FRA. The team also supported beneficial use/substantial completion reviews, conducted and supported hazard analysis risk assessments, and performed reviews of employee safety challenges throughout the year.
- The OSS Environmental Compliance Services team performed over 300 field inspections and audits. One key project entailed supporting the Power Department in the removal of 91 obsolete oil-filled transformers throughout the system territory. This included in-house sampling of transformers for polychlorinated biphenyl (PCB) analysis and coordinating the safe removal of all equipment from the property.
- Metro-North held its federally mandated annual emergency preparedness exercise in Norwalk, CT; the exercise simulated a construction accident on the Norwalk River Railroad Bridge. The OSS Emergency Management team also delivered 73 Public Safety Passenger Train Emergency Preparedness (PTEP) classes systemwide, with 1,459 first responders attending. These classes provide emergency response, safety, and railroad familiarization training for local Police, Fire, and EMS departments.
- The Grand Central Terminal Fire Brigade, which monitors fire life safety systems and responds to fire and EMS alerts throughout the Grand Central Terminal complex 24/7, responded to 2,024 fire and EMS callouts in 2023, with an average response time of 2 minutes 24 seconds. This represents a 79% increase over 2022, due in part to the opening of Grand Central Madison as well as increased post-Covid ridership levels.



# Performance Metrics

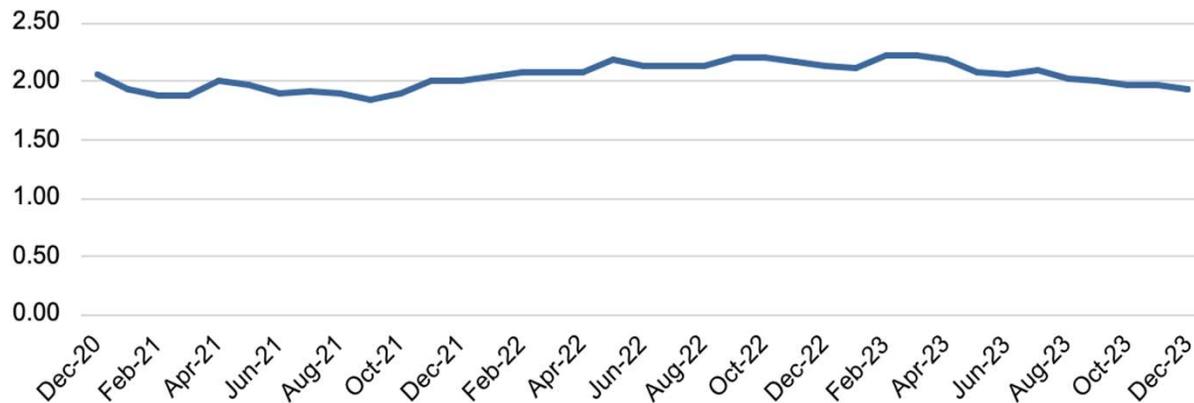
## Customer Accident Rate

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

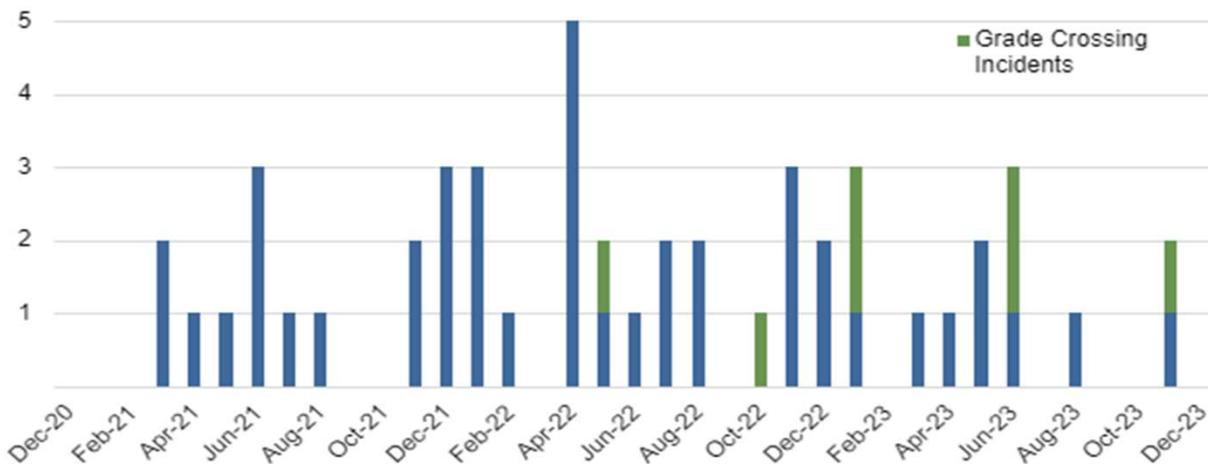
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2021	2022	2023 YTD	
			Target	Actual
First Responders	1,656	1,868	1,500	1,459
Employees	2,787	3,080	2,800	3,185
Customers and Community Members	17,605	52,606	35,000	69,984

# Grade Crossing Safety Metrics

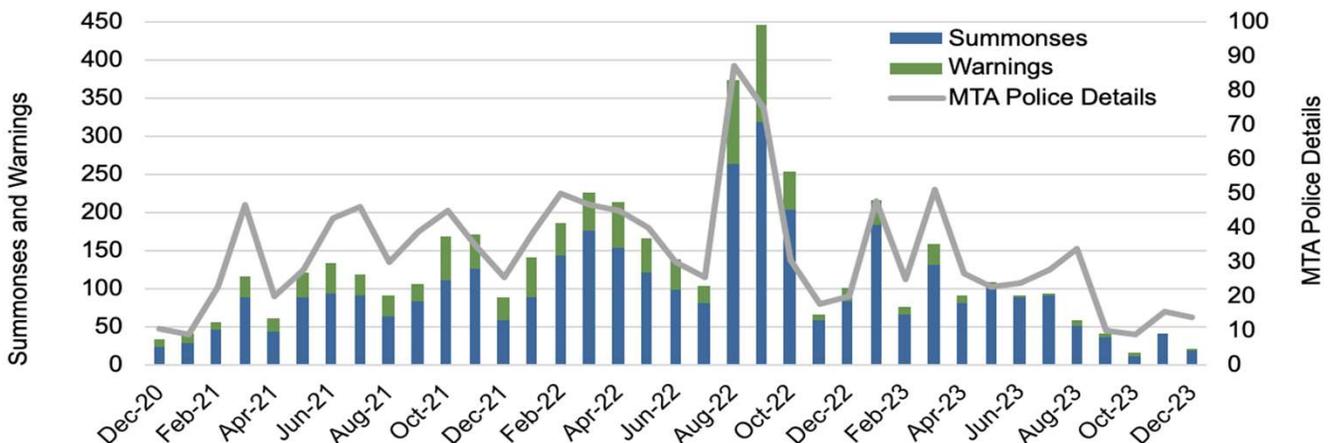
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# New York City Transit

Subway Customer Accident Rates decreased when comparing the most recent 12-month period to the previous one. It is worth noting that December 2023 Slip/Trip/Fall accidents were the lowest (187) when comparing to December 2022 (231).

The National Transportation Safety Board investigation into the January 4th, 96th Street subway collision (NTSB) continues. NYCT supported the NTSB investigation with cooperation from multiple departments and fulfilled all requests for information. All State and Federal agencies are updated regularly. The NTSB will next return in March for technical discussions.

Similarly, NYCT continues its investigation into the January 10th, F Line Derailment. The Department of Subways (DOS), Service Delivery Management, is revising the “Other Than Front End Operation with Sectionalized Revenue Cars” procedures and is working with The Office of System Safety on preliminary recommendations until the final report is issued in the coming weeks.

Additionally, on January 18, 2024, the DOS, Maintenance of Way (MOW) Division of Track completed a system-wide reverification of all S2 (Moderate) track alignment defects, as such a defect was present at the derailment. MOW found the condition of these defects had not degraded, and out of an abundance of caution, MOS expedited the remediation of these 103 S2 defects.

Further, regarding the January 10th derailment, there was component of the train car that was found to have missing bolts after the incident. NYCT’s Division of Car Equipment inspected approximately 60,000 bolts on this component in the of the R160 and R143 Fleets as well as the R156 locomotives -- which utilize the same component. As a result, the condition identified at the derailment was found only on the incident car.

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

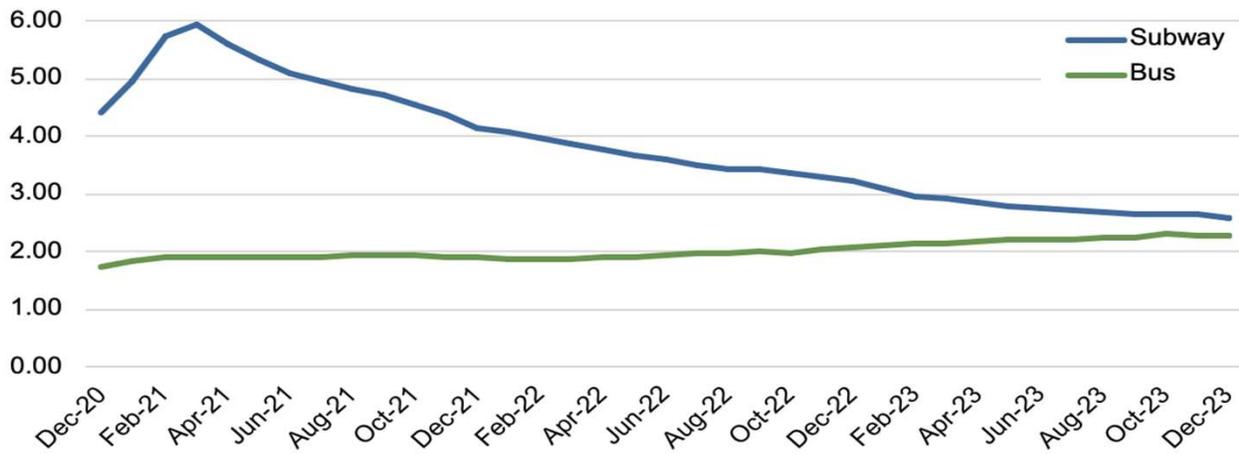
Employee Lost Time Accidents decreased when comparing the most recent 12-month period to the previous one.

For the rolling 12-Month basis, Subway Fires decreased when comparing periods ending January 2024 and January 2023. It is also worth noting that Monthly Fires for January 2024 (75) decreased when compared to the same month in the previous year (77).

# Performance Metrics

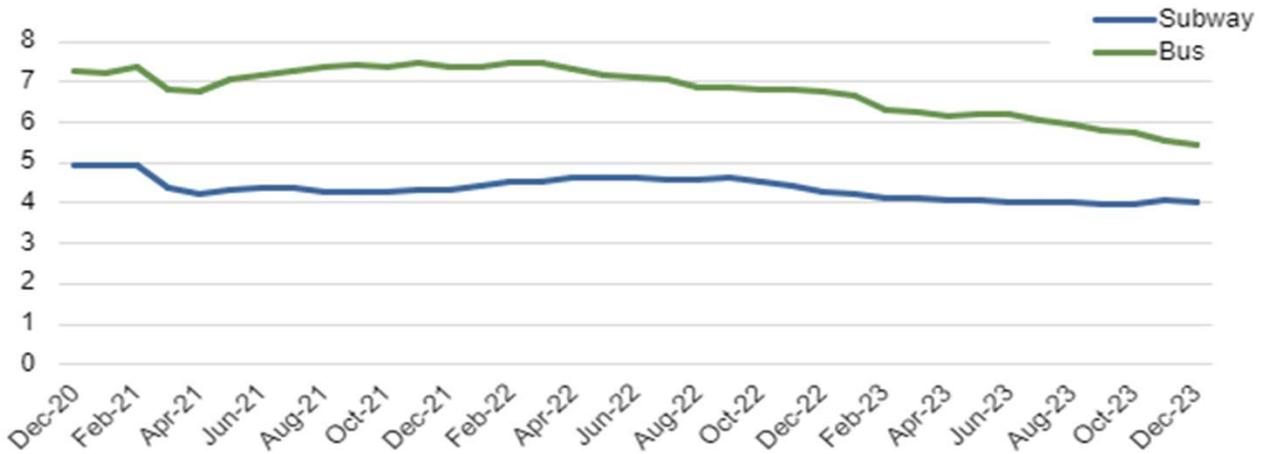
## Subway and Bus Customer Accident Rate

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).



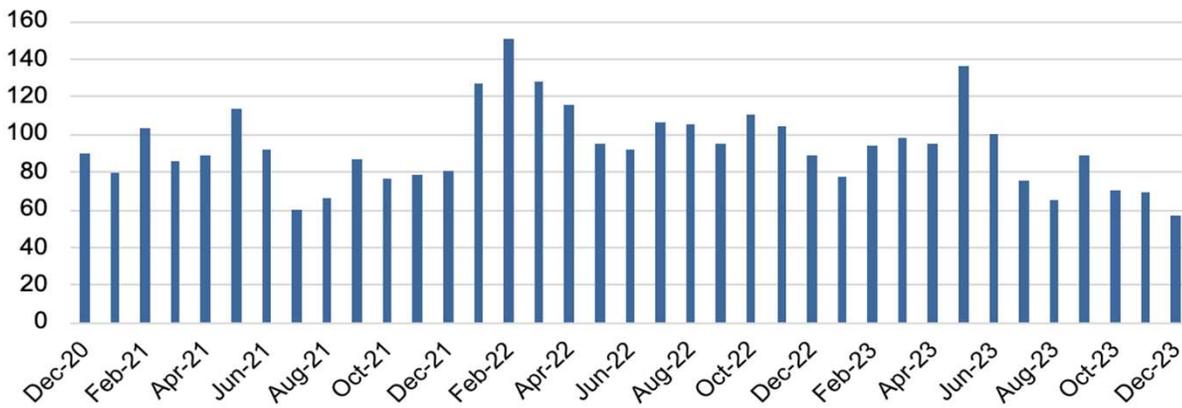
## Bus Collision Rate

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	3
Yard Derailments	4	10	6	3

## 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	314
Continuous Welded Rail Installed (Feet)	23,228	10,758	25,739
Friction Pads Installed	28,122	22,000	49,238
Audible Pedestrian Turn Warning Systems Installed	610	800	222
Vision Zero Employee Trainings Conducted	4,977	4500	6,402

# MTA Bridges and Tunnels

As one of our most important Safety Indicators, traffic collisions on our Bridges & Tunnels have continued to show a promising downward trend for the last four years, having reached the lowest point in decades. This trend has been more impressive considering the significant increase in vehicle traffic at our crossings, highlighting long-term safety improvements for our customers. Indeed, preliminary data for 2023 indicates the highest volume ever recorded, reaching an average of more than 920,000 daily crossings. We can say that while our traffic volume was up by 2.7%, the collision counts were down 11.4 %

With respect to injury on duty rates, our year-over-year trends are better than what we experienced during the 2022.

# Performance Metrics

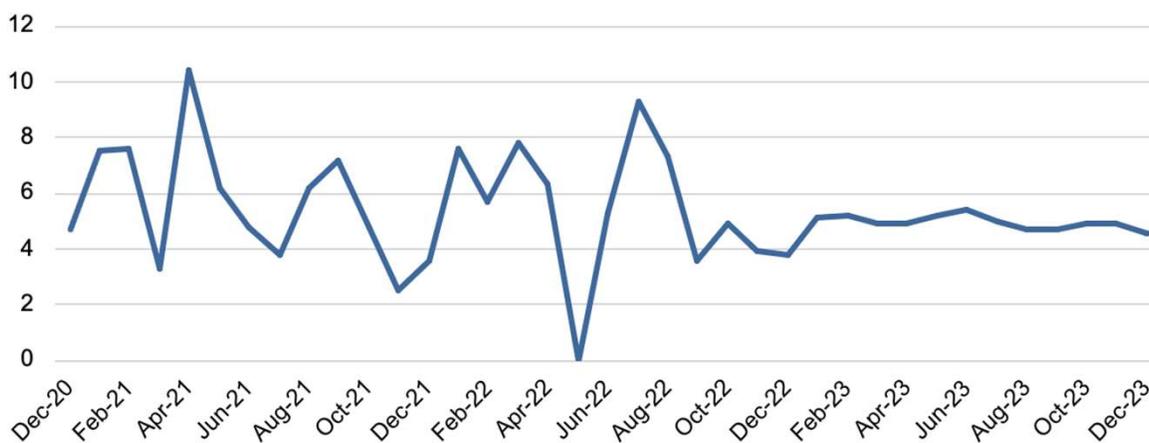
## Customer Collision Rate

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	739
Safety Task Force Audits	14	14	14	17
Fire Code Audits	14	14	14	17
FDNY Liaison Visits	34	29	29	29

# MTA Construction & Development

Construction & Development (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). C&D Safety monitors all reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences.

The reported Contractor incident information for all of 2023 includes the following: Struck By/Against accounted for the highest number of reported lost time incidents, with a total of 22 occurrences, which equates to 34% overall — Struck By/Against accounted for the highest number of reported recordable incidents, with a total of 25 occurrences, which also equates to 45% overall. The reported Lost Time incidents for 2023 compared to 2022 are currently 1.5% higher (one incident). The reported Recordable incidents for 2023 compared to 2022 are currently 4% lower (4 incidents). Targeted outreach continues with increased inspections of those projects with the scope of work that pose a higher risk and those that may be experiencing multiple incidents.

Overall total inspections YTD 2023 totaled 8131. These inspections consisted of internal inspections/audits, totaling 2427, and external inspections performed by third-party safety Consultants and OCIP, totaling 5704. The safety inspections included general positive and negative observations, including General Safety / Housekeeping, Stairs/Ladders, Fall Protection, Fire Protection/Prevention, and PPE for negative observations. Positive observations included Tools (Hand & Power), Vehicle & Equipment Safety, Supervision/ Organization, Fire Protection, and Electrical. C&D Safety continues to monitor the inspection findings for identified trends. Advisories and communications on these items are being developed and used to provide additional outreach and awareness to staff and Contractors during project and staff safety meetings to align with the C&D Safety Management System.

Initiatives currently being worked on within Construction & Development:

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.

C&D Safety has implemented the Safety Management System – Phase 1 of 3 phases, implementing the new Safety Management System (SMS) throughout the entire agency by rolling out the program in stages to ensure all staff, supporting projects, vendors, and contractors are systematically adopting the new process and protocols. Phase 1 initially focuses on enhancements to current safety practices and procedures, identifying and providing clear roles and responsibilities for all levels, updating levels of safety training requirements, and enhancing meeting best practices for safety meetings. Phase two is being finalized for implementation.

The digital solution portion for the SMS continues progressing with HQ and has been incorporated into an agency-wide ESS. This program is an integral component of the comprehensive Safety Management System (SMS). The ESS program would remove numerous manual processes of collecting field assessments, manually entering the results, storing files in email, SharePoint, or OneDrive locations, which are not often accessible to all staff and 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 staff). The scope of work (SOW) is being finalized with all stakeholders. C&D has currently created an interim inspection solution.

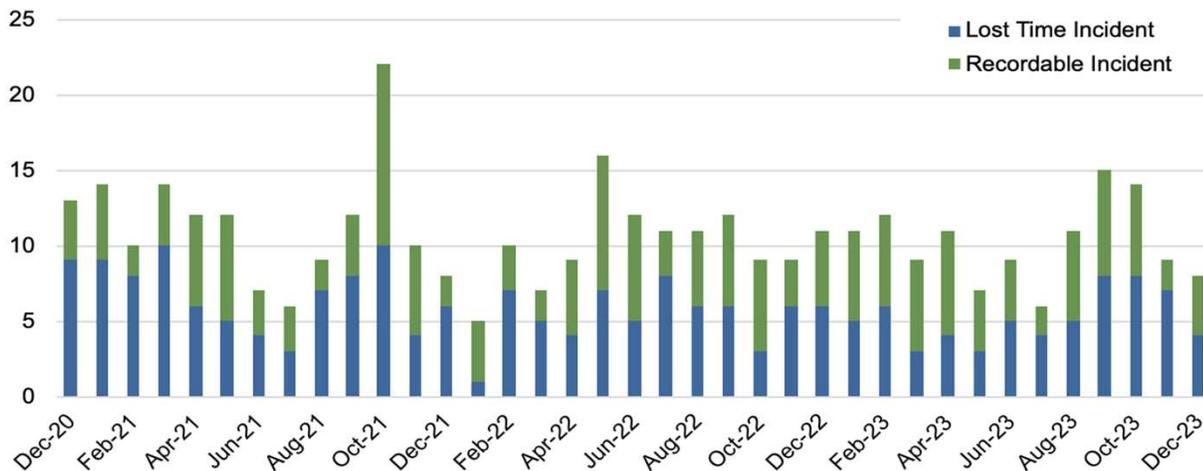
The C&D Safety unit continues outreach initiatives with Contractors and Construction organizations to discuss C&D Safety trends and lessons learned from current projects. The monthly and quarterly Outreach meetings with the various PMC/CCM consultant companies continue and include discussions on possible areas for additional collaboration and mitigations for ongoing and future projects.

C&D Emergency Management is developing additional tabletop exercises that will be conducted during the first quarter of 2024. The project has been selected, and the Emergency Management team is now working on defining the exercise parameters. These drills help build organizational capacity, help organizations evaluate their business continuity plans, and identify strengths and areas for improvement.

# 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	1
Electrical Shock	1	2
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	2,423
Inspections and Audits - External	6,264	7,282

**MTA Safety Committee**

# **Key Security Metrics**

February 26, 2024

# 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.

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.

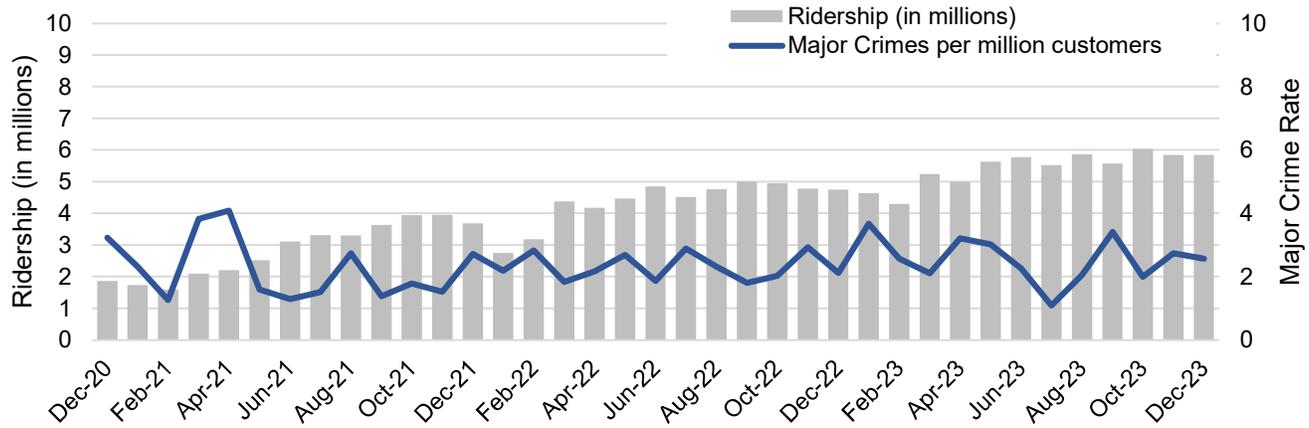
LIRR Security monitors employee workplace violence incidents and looks for potential enhancements or mitigations to prevent future occurrences. MTA/LIRR is addressing prevention of worker assaults in the following ways:

- Enhancing Customer Messaging
- Deploying Additional Employee training and awareness campaigns
- Engaging with Transportation Labor Union on frontline worker issues (our most vulnerable employee population)
- Expanding the MTAPD patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

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 continues to push forward procurements that add or enhance camera coverage at our stations, yards, and facilities.

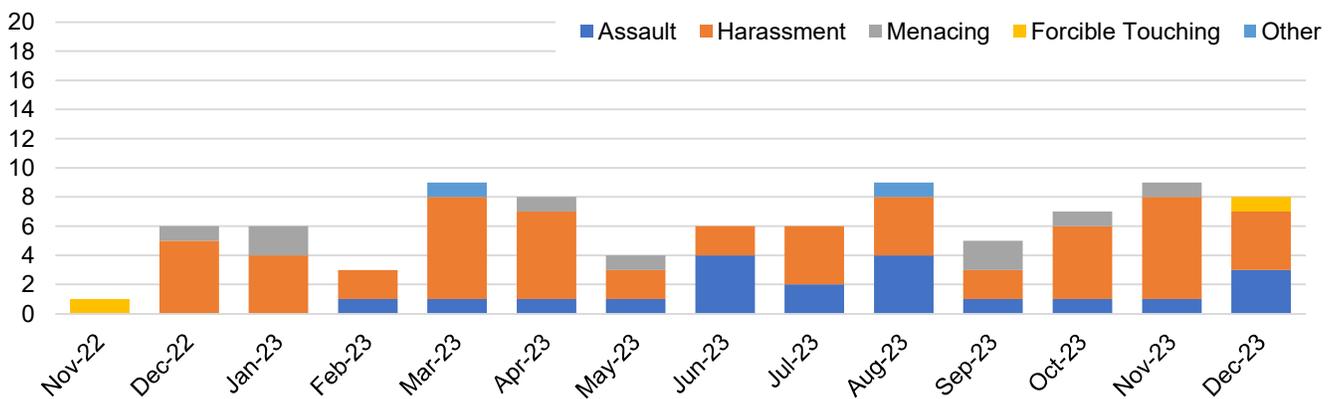
### Major Crimes Against Customers

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



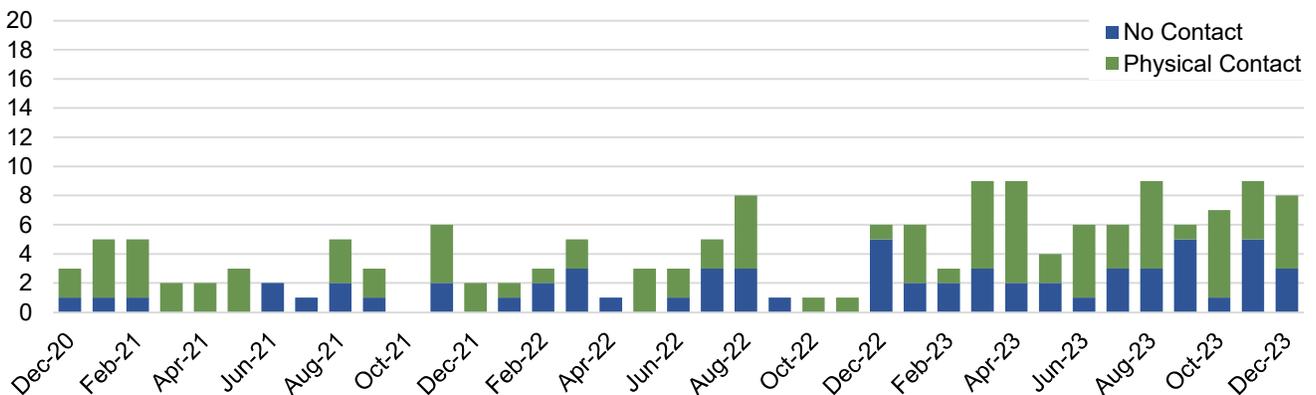
### Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against LIRR employees, contractors, and other MTA employees on LIRR property, recorded by LIRR Security and MTAPD, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



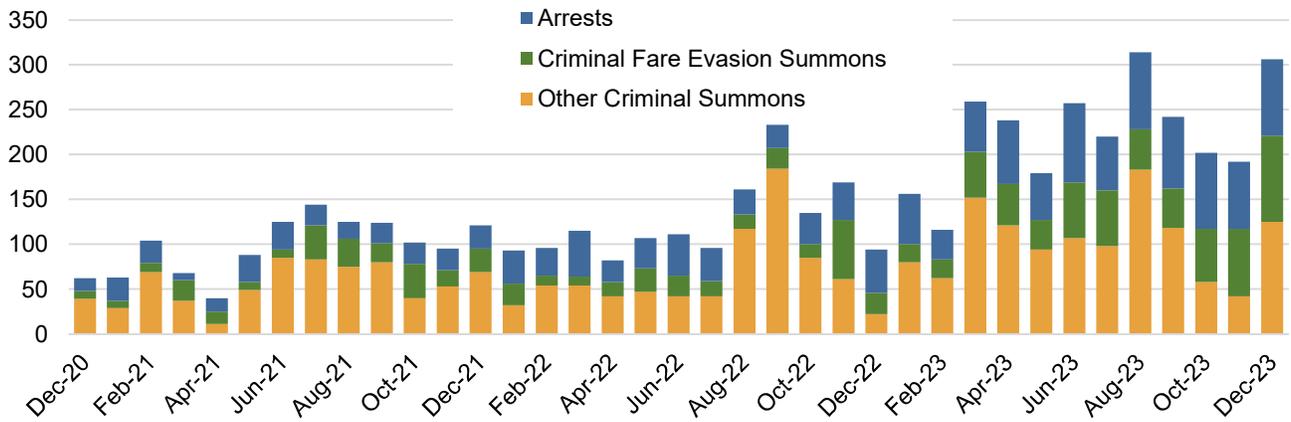
### Workplace Violence Against Employees – Labor Law

The number of reported Workplace Violence Cases against LIRR employees, contractors, and other MTA employees on LIRR property, recorded by LIRR Security and MTAPD, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



### 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.

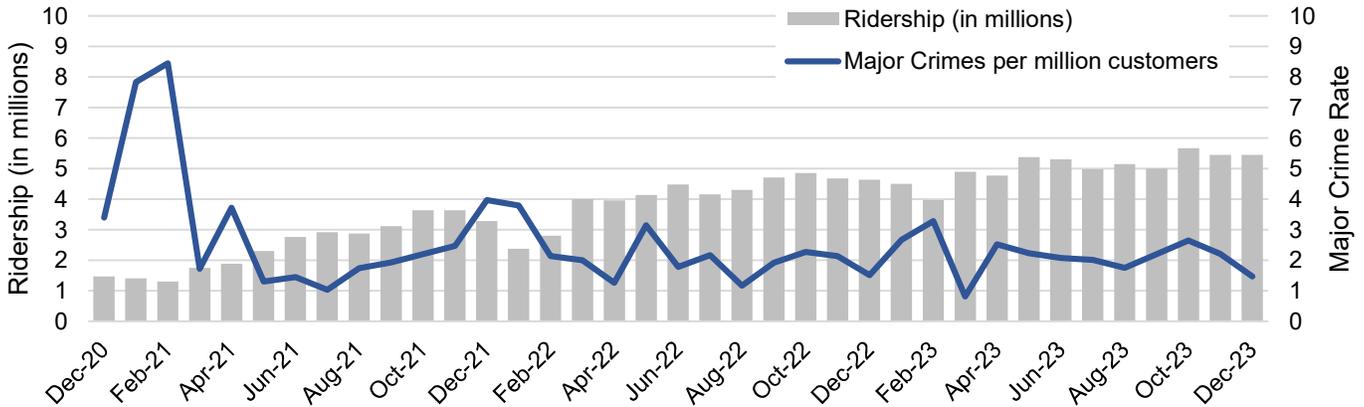
MNR Security takes great pride in managing the Workplace Violence Prevention Plan (WVPP). Since 2016, MNR Security has investigated every instance of Workplace Violence (WPV) that has been reported by MNR employees. MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent place for WPV to occur. MTA/MNR is addressing prevention of worker assaults in the following ways:

- Running a de-escalation training program for new and existing conductors. 100% of Conductors will receive this training by the end of 2023. All new MNR employees are given in-person De-escalation techniques training as part of the Security Basics module at New Hire Orientation.
- Weekly meetings with MTAPD, MNR Transportation, and Labor Unions to discuss issues regarding operational security. They identify specific trains where MTAPD can deploy officers to address specific trouble-making individuals or specific stations where incidents have occurred that need law enforcement.
- Expanding the MTAPD patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

MNR Security continues to enhance programs and initiatives related to crime reduction, enhanced customer and employee safety, and improved customer experience.

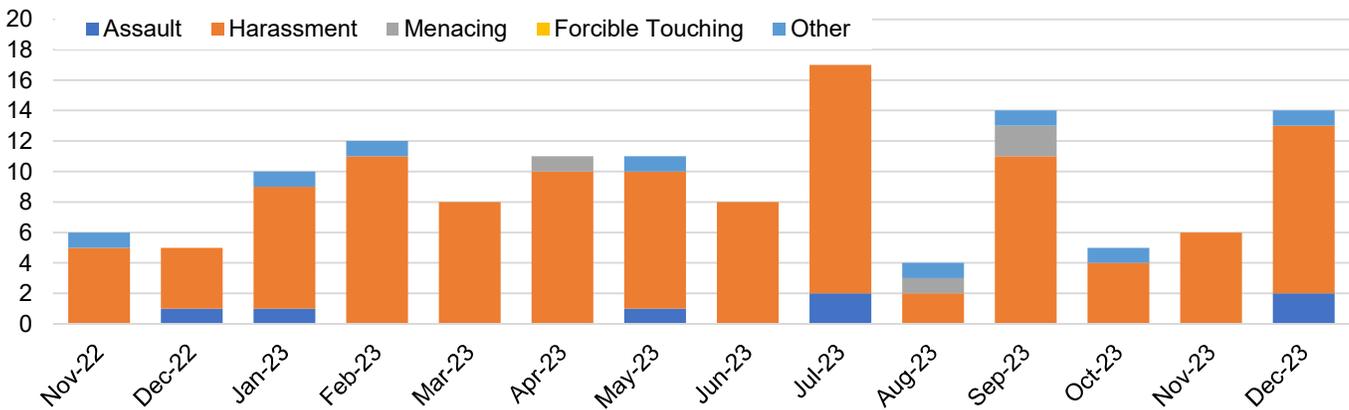
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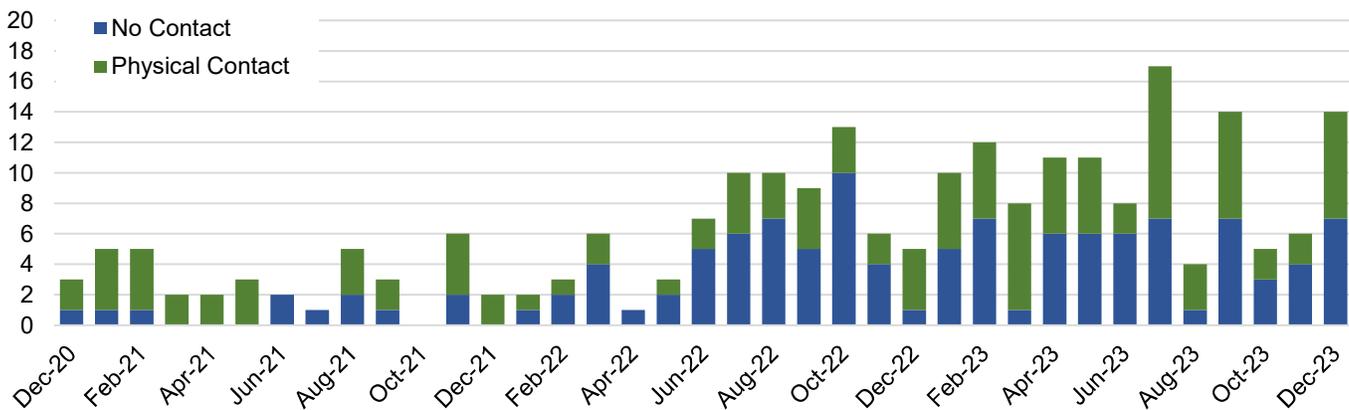
### Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against MNR employees, contractors, and other MTA employees on MNR property, recorded by MNR Security and MTAPD, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



### Workplace Violence Against Employees – Labor Law

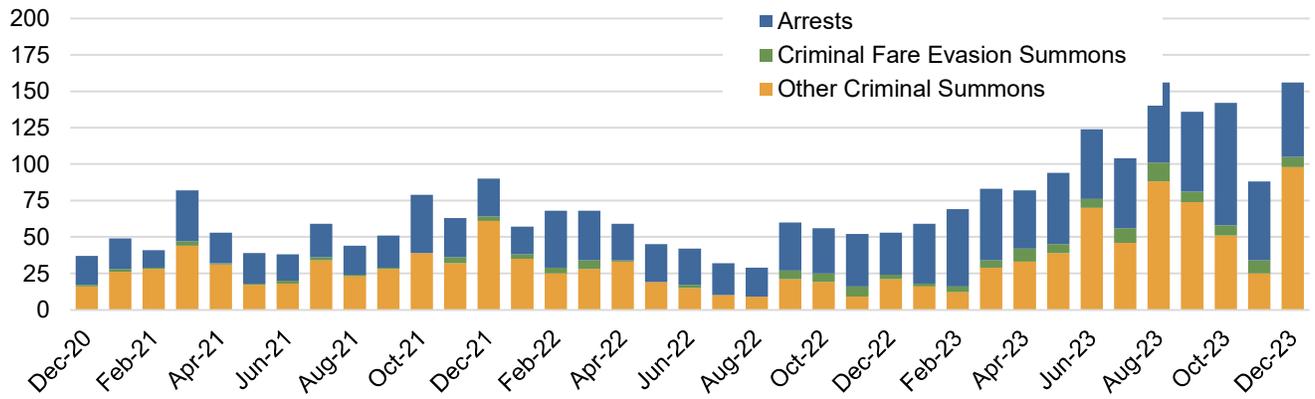
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# New York City Transit

In January 2024, Major Felony Crime was up 17% from December 2023. Crimes per Million Rides also increased 24% from the previous month. This is largely due to the increase in crime in January paired with a slight dip in ridership. Additionally, crime was up on both count and per rider versus January 2023. Crime was up 19% versus the 2023 monthly average. Fortunately, early February numbers are showing progress on reducing this uptick.

NYPD Arrests are up 42% v. December 2023 and 43% v. January 2023. Summons activity is also up 25% v. December 2023 and 4% v. January 2023. We expect these increased enforcement efforts to show results in the coming months

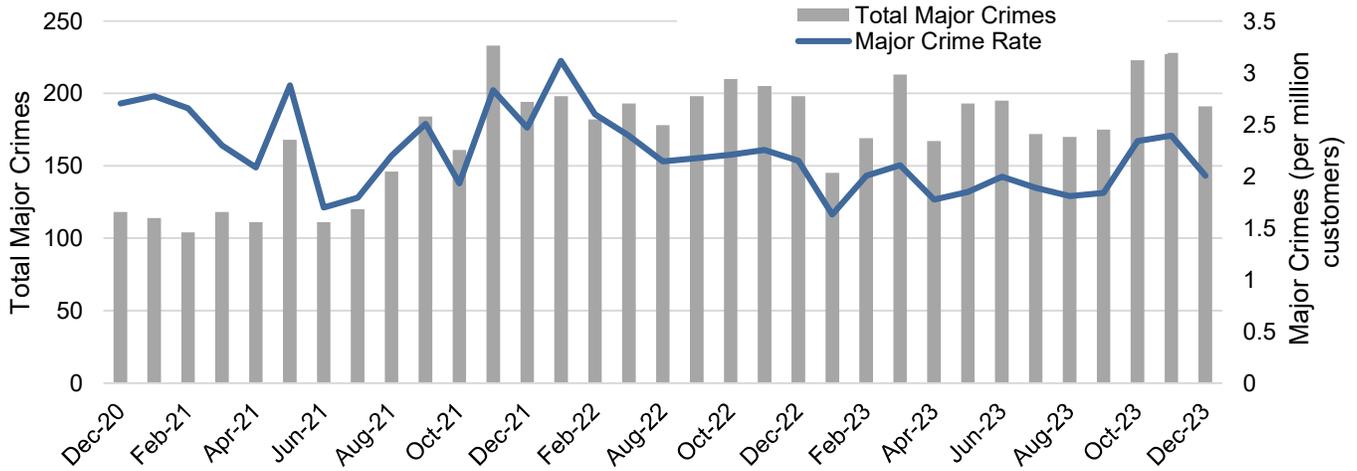
Employee workplace violence cases in December were down 9% from December 2022 and down 9% from the 2022 monthly average. Employee workplace violence cases in 2023 were up 2% v. 2022. Although employee assaults are up for the year, they are only 9% of our total cases and remain low on a per rider basis. MTA/NYCT is addressing prevention of worker assaults by the following:

- Implementing On-Board Video Systems
- Piloting Bus Operator Physical Protective Measures
- Expanding Bus Fare Evasion Prevention
- Enhancing Customer Messaging
- Obtaining lessons learned from Bus Operators (Focus Groups)
- Collaborating with labor management committees
- Conducting Employee De-escalation Training
- Tracking cases and following-up with District Attorney Offices to ensure worker assault cases are given focus/attention
- Banning of offenders from the transit system;
- Providing de-escalation training

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

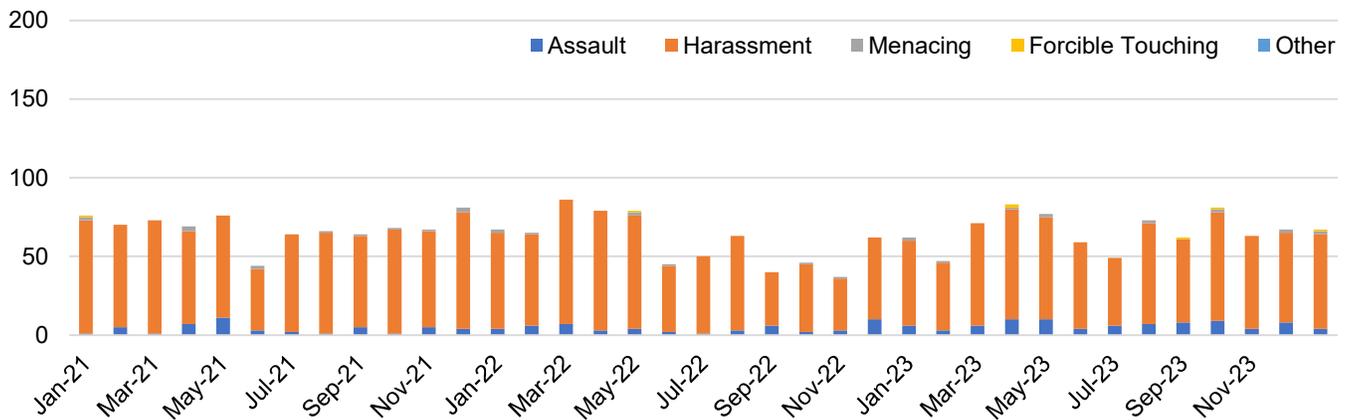
### Major Crimes Against Subway Customers

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



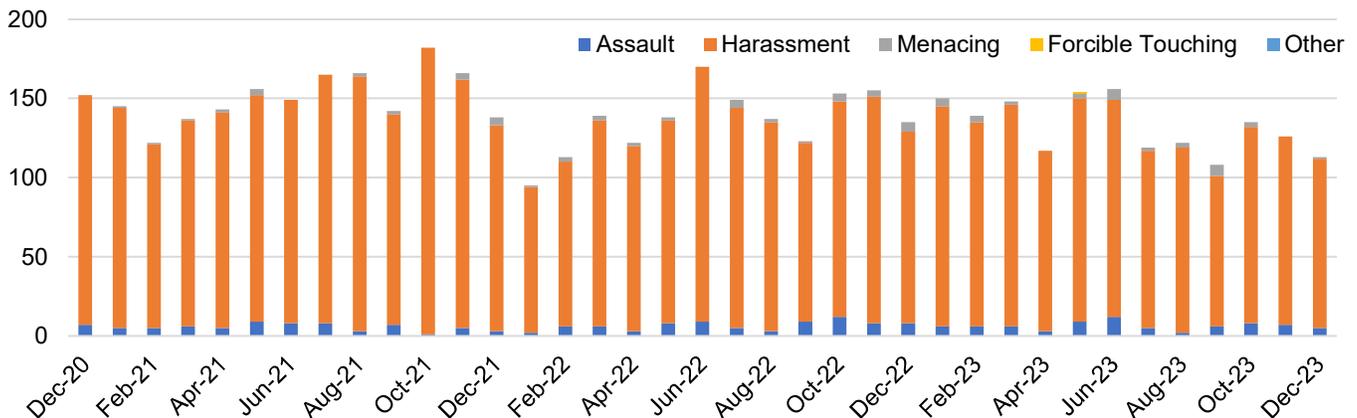
### Workplace Violence Against Subways/SIRTOA Employees – Penal Law

The number of reported Workplace Violence Cases against Subways/SIRTOA Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



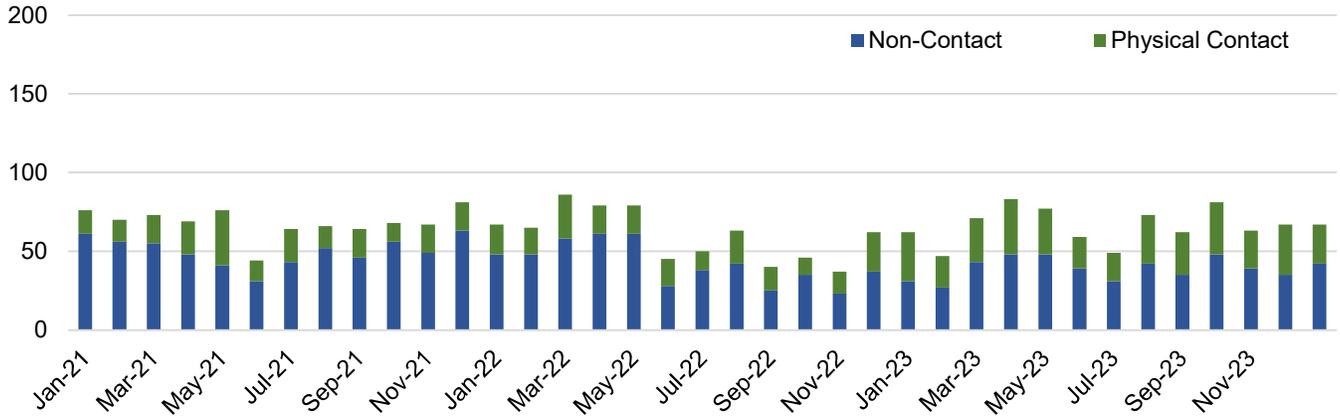
### Workplace Violence Against Bus Employees – Penal Law

The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



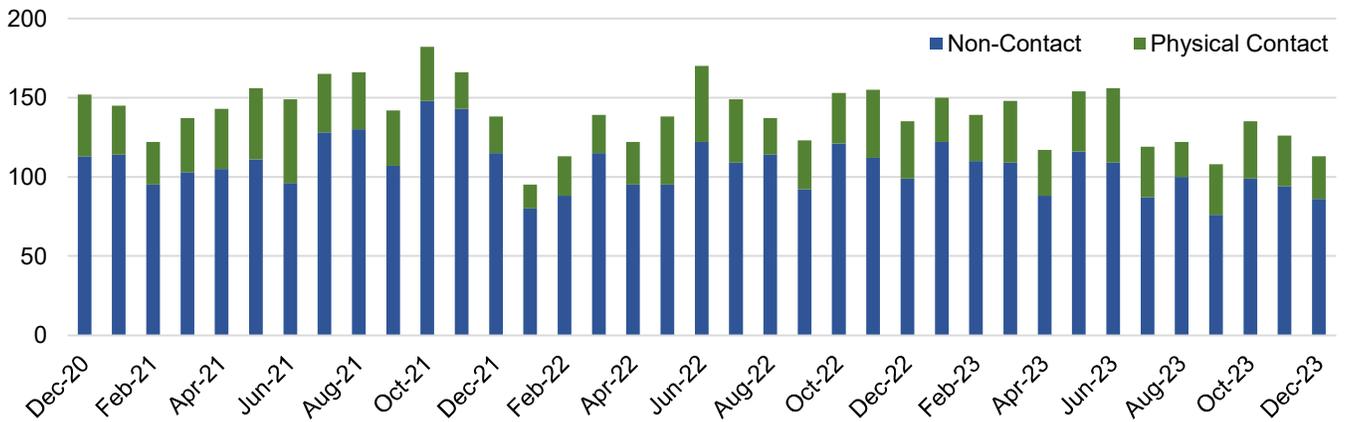
### Workplace Violence Against Subways/SIRTOA Employees – Labor Law

The number of reported Workplace Violence Cases against Subways/SIRTOA Employees recorded by NYCT Security per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



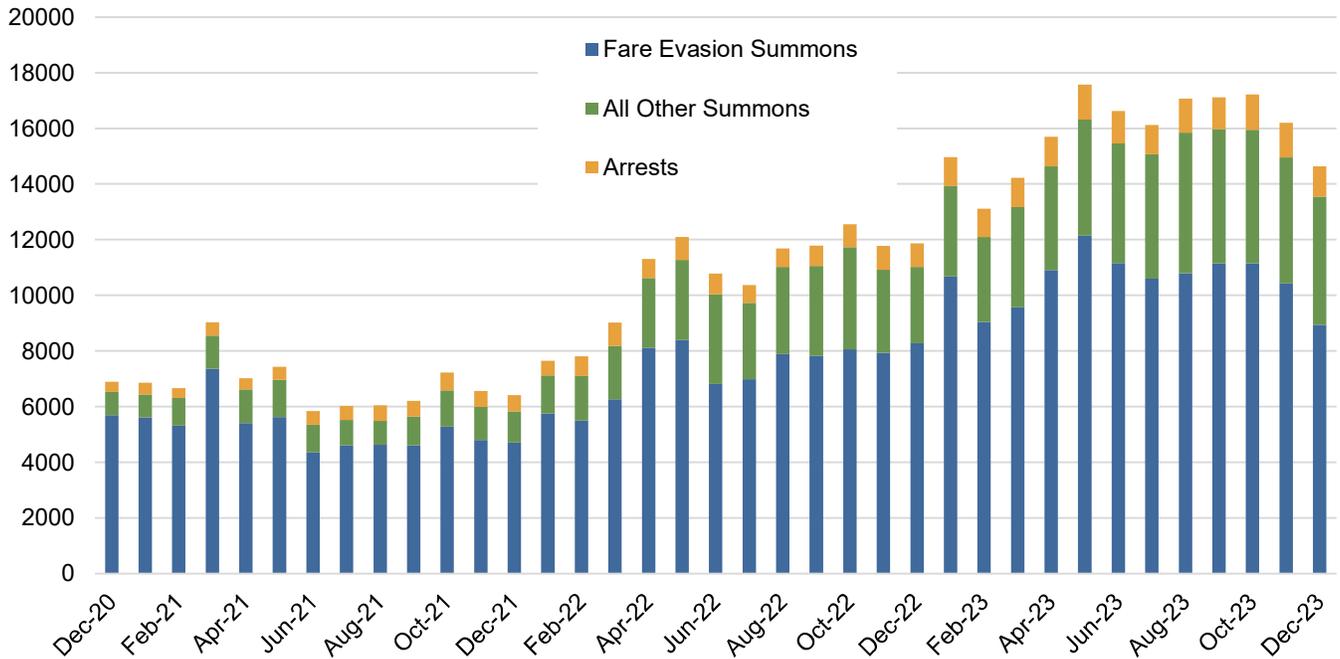
### Workplace Violence Against Bus Employees – Labor Law

The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



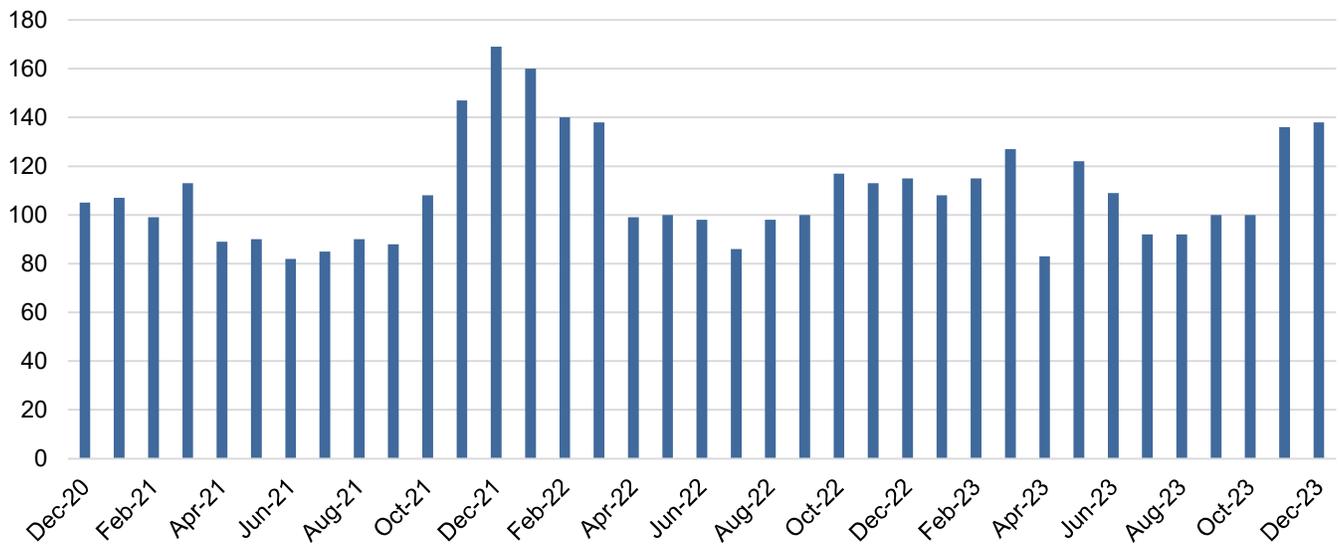
### NYPD Summonses and Arrests

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

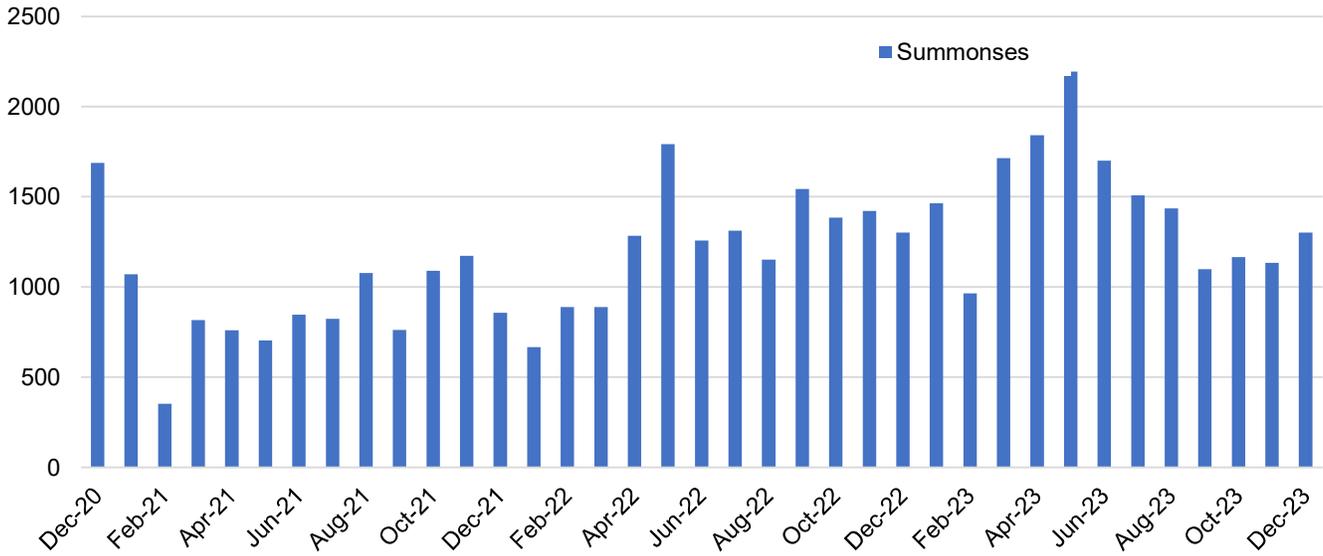


# MTA Bridges and Tunnels

The WPV program at Bridges and Tunnels is a yearlong and continual endeavor. The Internal Security Department promotes the safety and well-being of all people in our workplace through the continual evaluation of the physical environment of our places of work, reviewing workplace violence incident reports to identify trends in the types of incidents reported, and reviewing the effectiveness of the mitigating actions. This will continue to be done in collaboration with Operations, Maintenance, and Safety & Health departments with the support of MTA Headquarters business units such as, MTA Labor Counsel and Law Departments, Office of Security, and in partnership with the labor organizations representing our employees.

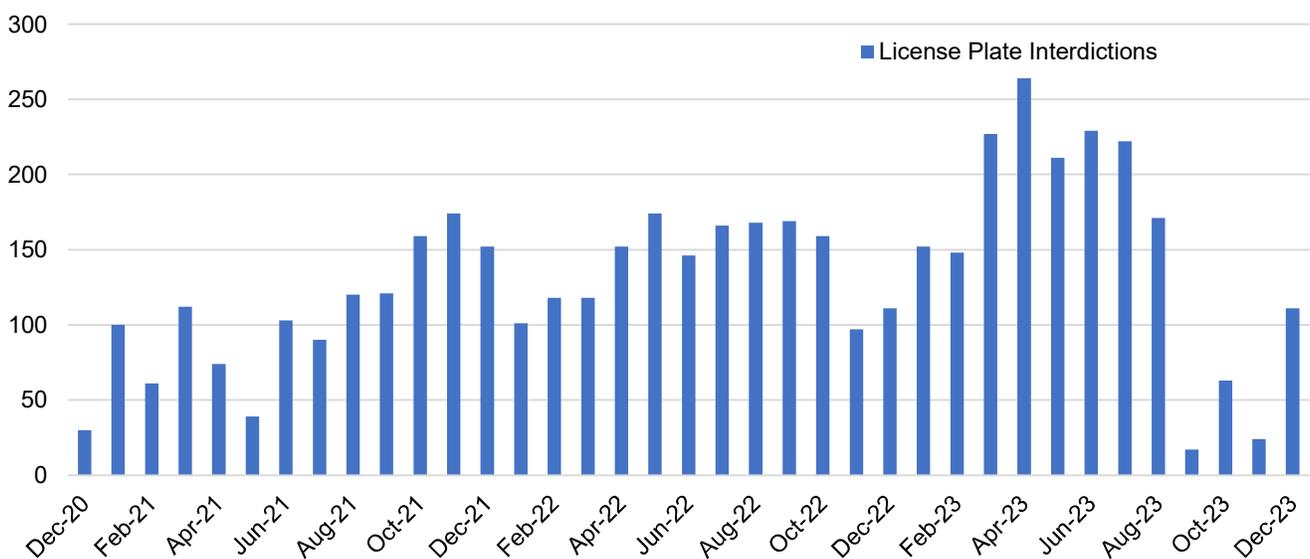
### Bridges and Tunnels Summonses

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



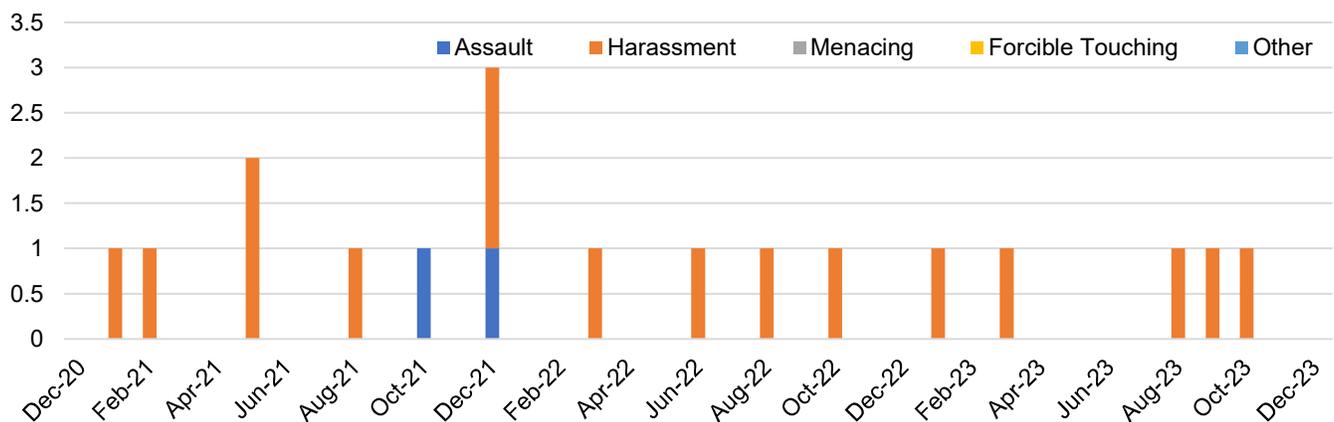
### Bridges and Tunnels License Plate Interdictions

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



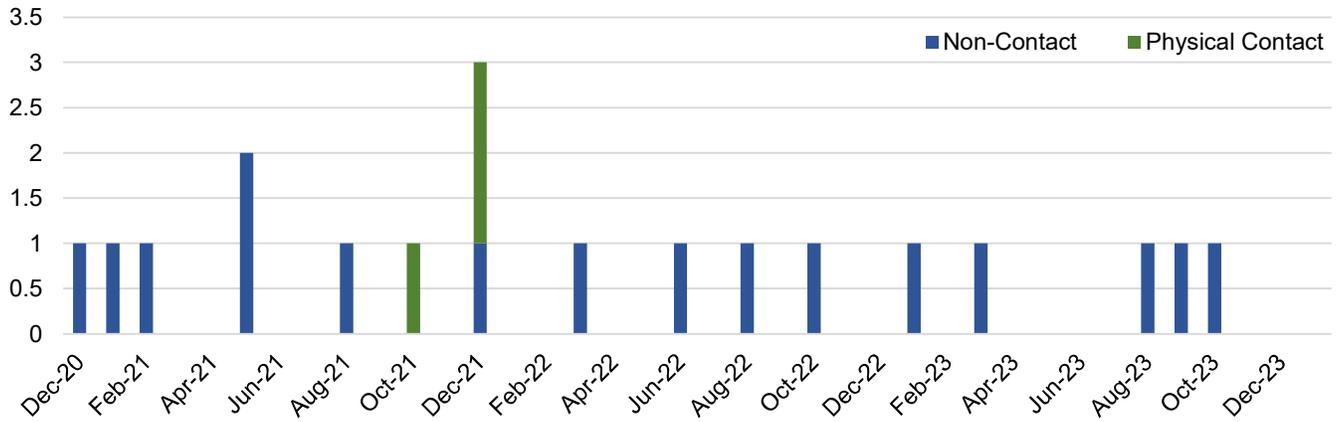
### Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTOs, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



## Workplace Violence Against Employees – Labor Law

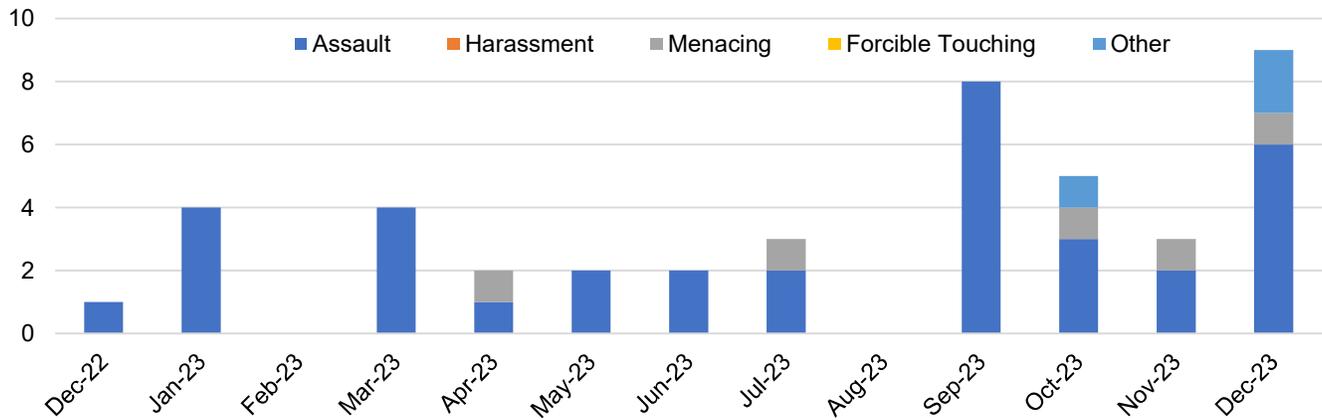
The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTIOs, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



# **MTA Police Department**

## Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against MTAPD Sworn Officers per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



## Workplace Violence Against Employees – Labor Law

The number of reported Workplace Violence Cases against MTAPD Sworn Officers per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)

