



Metropolitan Transportation Authority

Safety & Security Committee Meeting April 2024

Committee Members

J. Lieber, Chair

D. Mack, Vice Chair

A. Albert

G. Bringmann

N. Brown

M. Fleischer

D. Garodnick

M. Herbst

B. Lopez

H. Mihaltses

J. Samuelson

L. Sorin

V. Tessitore

Safety Committee Meeting

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

Monday, 4/29/2024

8:30 - 9:00 AM ET

1. Public Comments

2. Committee Administrative and Action Items

Approval of Minutes

2024_Feb 26 Safety Committee Minutes - Page 3

Safety/Security Committee Work Plan

Work Plan 2024 - Page 6

3. Safety/Security Metrics

April 2024 Safety KPM - Page 8

4. Committee Presentation

C&D Safety Highlights

April 2024 C&D Presentation - Page 37

Next Meeting: July 2024

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

**Monday, February 26, 2024
1:00 PM**

The following Board Members were present:

**Hon. Janno Lieber, Chair
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Samuel Chu
Hon. Randolph Glucksman*
Hon. Blanca Lopez
Hon. Haeda Mihaltses**

The following Board Members were absent:

**Hon. Michael Fleischer
Hon. David Mack
Hon. Frankie Miranda
Hon. John Samuelsen
Hon. Lisa Sorin
Hon. Vincent Tessitore
Hon. Neal Zuckerman**

*Attended on Zoom

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

Patrick Warren, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Carl Hamann, Metropolitan Transportation Authority, Headquarters (“MTAHQ”)
Loretta Ebbighausen, MTA Long Island Rail Road (“LIRR”)
Shelley Prettyman, Metro-North Railroad (“MNR”)
Pashko Camaj, MTA Bridges and Tunnels (“B&T”)
John Mueller, MTA Police Department (“MTAPD”)
Richard Davey, NYCT President

Chair Lieber chaired the February 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:

Jason Anthony

Christopher Greif, PCAC

Charlton D'Souza, Passengers United

Matty W. Buchys-Hyland*

Ian Matthews*

Andy Pollack*

*Indicates remote participation

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 previous meeting minutes of the Safety Committee were approved.

SAFETY COMMITTEE WORK PLAN

Chairman Lieber announced that the three individuals who were identified as suspects in the shooting that occurred on the D train on Friday February 23, 2024, were apprehended and placed in custody by the NYPD. For details on this statement, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records.

Chair Lieber asked Patrick Warren to present the Work Plan. Mr. Warren notes that the new Work Plan is included in the committee book and outlines the routine business for the year. Upon motion made and seconded, the Work Plan was approved.

Chair Lieber asked Mr. Warren to introduce the Transit Safety Plan. Mr. Warren highlighted that NYCT's Management Labor Safety Committee collaborated on the development and approval of these plans. Chair Lieber invited Richard Davey to provide insights into the accomplishments during his involvement with the Management Labor Safety Committee.

Richard Davey mentioned that focusing on worker assaults and preventative strategies has been a priority for the past two years, with the committee working closely with partners at TWU to enhance safety for both employees and customers. Chair Lieber highlighted the issue of repeat offenders who have previously assaulted workers, underscoring the need for involvement from the criminal justice system to help address and mitigate these risks within the subway system.

SAFETY POLICY

Chair Lieber turned it over to Mr. Warren for the Safety & Security presentation.

Mr. Warren noted that key safety and security metrics can be found starting on page 12 of the committee book. Mr. Warren noted that the subway system experienced a significant reduction in fires, decreasing by over 22% due to aggressive track cleaning by the Maintenance of Way cleaning team.

Mr. Warren discussed workplace violence and the various activities being undertaken to minimize threats to employees.

Board Member Albert asked if the CCTV cameras being installed can be observed by individuals outside of buses or if they are limited within buses. Mr. Warren stated that currently, it can only be observed on the buses as it is difficult to broadcast outside of the system.

Chair Lieber expressed his concern regarding the statistics of arrested individuals and those indicted.

Board Member Bringmann raised concerns of individuals going through the criminal justice system being able to assault employees without receiving jail time, adding that the justice system should be doing more.

Board Member Chu mentioned expanding and improving a transit ban. Board Member B. Lopez questioned whether bans against individuals could still be enforced if their criminal cases were dismissed, and if such bans could be upheld by the criminal justice system. Chair Lieber stated that the criminal justice system could only issue bans as part of a sentencing decision at the conclusion of a prosecution process, adding that steps are being taken to ensure the criminal justice realm understands that this legal option exists.

Chair Lieber turned it over to Pashko Camaj to deliver the Bridges and Tunnels Safety Highlights.

Mr. Camaj reviewed the trend analysis and safety indicators for Bridges and Tunnels, noting a decrease in traffic collisions despite a significant increase in traffic volumes. Mr. Camaj outlined TBTA's strategy to improve customer safety and reduce traffic incidents, focusing on the "3 E's": Engineering, Education, and Enforcement. For additional details on the presentation, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records.

Chair Lieber called for a motion to approve the Transit Safety Plan. The motion was made and seconded, and the Transit Safety Plan was approved.

ADJOURNMENT

Chair Lieber asked for a motion to adjourn the meeting. A motion was made and seconded, and the meeting was adjourned.

2024 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 2024

- | | |
|------------------------------------|-----------------------------|
| - Approval of 2024 Work Plan | MTA Chief Safety & Security |
| - NYCT Agency Safety Plan | MTA Chief Safety & Security |
| - B&T Safety & Security Highlights | B&T Safety Lead |

April 2024

- | | |
|------------------------------|-----------------------------------|
| - C&D Safety Highlights | C&D Safety Lead |
| - CCTV Camera Program Update | MTA Office of Security Operations |

July 2024

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

November 2024

- | | |
|---------------------------------|------------------------------|
| - Railroad Safety Highlights | MNR & LIRR Safety Leads |
| - Drug & Alcohol Program Update | MTA Corporate Health Officer |
| - NTSB Recommendations Update | MTA Chief Safety & Security |
| - Worker Assault | 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 from the prior Safety Committee Meeting.

Committee Work Plan

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

II. SPECIFIC AGENDA ITEMS

February 2024

Approval of the 2024 Work Plan

The committee will be presented with the 2024 Work Plan and be asked to approve.

NYCT ASP

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

B&T Safety & Security Highlights

The committee will be briefed on B&T Safety Highlights.

April 2024

C&D Safety Highlights

The committee will be briefed on C&D Safety Highlights.

CCTV Camera Program Update

The committee will receive an update on the CCTV Camera Program.

July 2024

NYCT Safety Highlights

The committee will be briefed on NYCT Safety highlights.

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 2024

Railroad Safety Highlights

The committee will be briefed on commuter railroad Safety Highlights.

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.

MTA Safety Committee

Key Safety Metrics

April 29, 2024

Long Island Rail Road

The Corporate Safety Department continues to work collaboratively with our partners, including the Operating Departments, Employee Training Department, Labor Organizations and the MTA Police; 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 capital and operating funded construction projects.

For the **First Quarter 2024**, the Corporate Safety Department:

- Operations Division performed 123 inspections in yards, facilities, and along the right of way; conducted 204 employee observations for safety and operating rules compliance; investigated four on track safety incidents; conducted four training programs for new employees; and lead four Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings. The LIRR Confidential Close Call Reporting Program Peer Review Team presented LIRR's industry leading program at Metro- North's Symposium.
- Investigations and Analysis Division conducted eight rail investigations; closed five recommendations; and issued two Safety Bulletins.
- Occupational Safety Division conducted forty-five Occupational/Industrial Hygiene assessments and one new job task hazard analysis.
- Environmental Safety Division performed 135 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. Additionally, 35 inspections of yards and facilities were conducted to comply with New York State Agency Environmental Audit reporting.
- Capital Project Safety Compliance Division supported 31 construction projects through document review and performed 20 site safety inspections.
- Fire, Code Compliance, and Emergency Management Division trained 294 emergency responders; conducted 281 code compliance inspections of LIRR employee and tenant occupied spaces; supported 61 capital project document reviews and site inspections for conformance to code requirements; and responded to 202 emergency call outs.
- TRACKS Community Education and Outreach Program partnership with the MTA Police conducted 148 classroom training programs and 33 special events, including Operation LifeSaver events at grade crossings, reaching 25,368 participants.



Performance Metrics

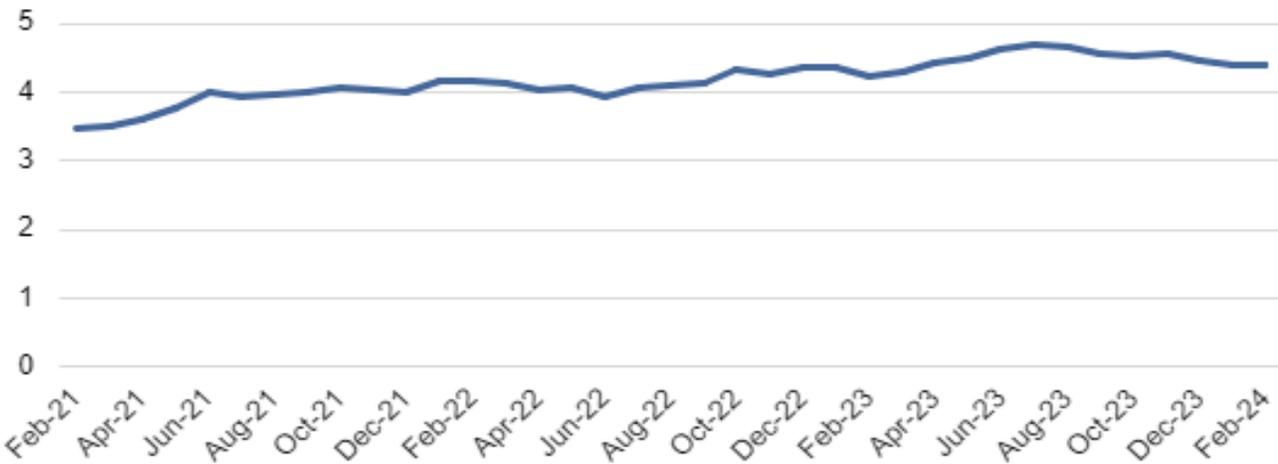
Customer Accident Rate

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.

	2021	2022	2023	2024 YTD
Train Derailments	1	1	4	0
Train Collisions	2	0	0	0

Prevention Metrics (Leading Indicators)

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

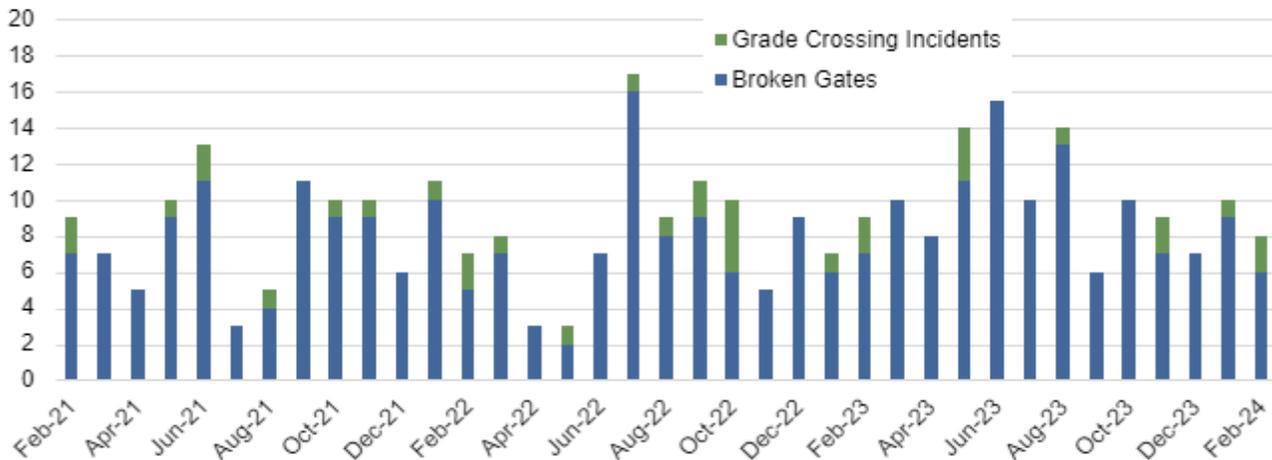
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2022	2023	2024 YTD	
			Target	Actual
First Responders	1,561	1,492	1,000	126
Employees	21,310	6,592	5,148	1,333
Customers and Community Members	59,213	78,890	47,145	17,475

Grade Crossing Safety Metrics

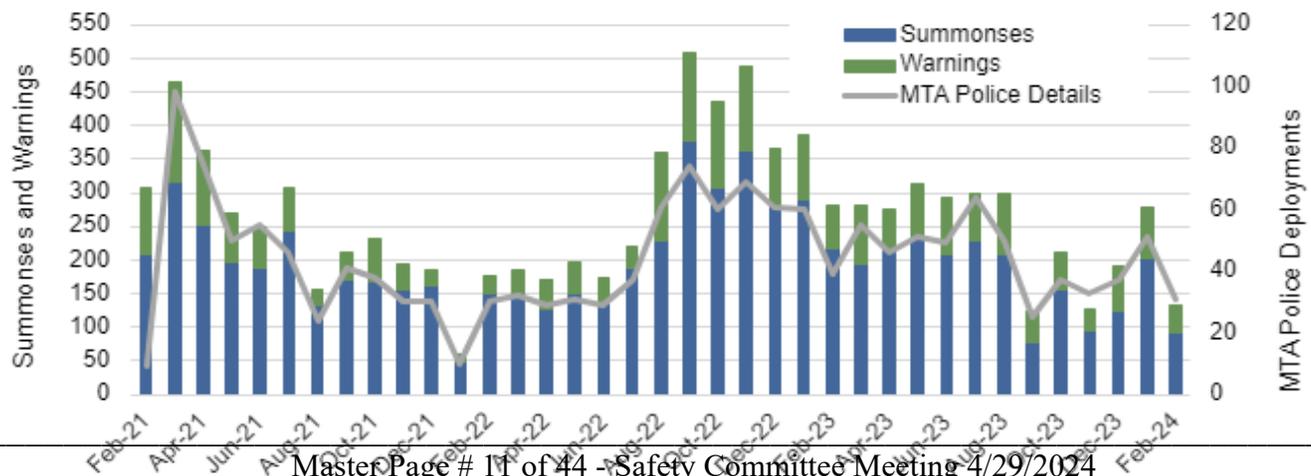
Grade Crossing Incidents and Broken Gates

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

For the current reporting period, March 2023 through February 2024, the reportable customer injury rate decreased from 2.23 to 2.00 per one million customers compared to the prior 12 months. The reportable employee lost time injury rate decreased from 2.23 to 1.80 per 200,000 working hours, compared to the prior 12 months.

To enhance customer safety, Metro-North's customer and community outreach program, Together Railroads and Communities Keeping Safe (TRACKS), provides free public safety education and outreach designed to promote safe behaviors at or around railroad grade crossings, station platforms, and tracks. TRACKS programs are tailored and presented to those who live, work, attend school and travel throughout the MNR territory. Audiences include, but are not limited to, schools, community centers, attendees at community events, camps, libraries, driving schools, and trucking and bus companies.

The Office of System Safety (OSS) works to build working relationships with community groups, institutions, and other partners to facilitate the TRACKS program. The following are examples of current program elements and key partnerships:

- MNR and Operation Lifesaver Inc. partner to promote safety on and around railroad tracks and highway-rail grade crossings. Operation Lifesaver promotes safety through in person outreach, on television, in newspapers, online, and through signage.
- MNR's safety website (new.mta.info/safety-and-security/tracks) contains safety tips and information on various topics such as Train Safety, Bridge Plate Safety, Watch the Gap, Suicide Awareness, and Grade Crossing Safety.
- OSS staff conduct outreach at MNR stations, grade crossings, and community events to provide safety references and answer questions.
- MNR plans activities and outreach to support national and international rail safety events including Rail Safety Week and International Level Crossing Awareness Day.
- Periodic safety contests encourage schoolchildren to design their own ideas to help promote rail safety.
- MNR has partnered with the GPS app Waze to improve safety at railroad grade crossings throughout the MNR territory. The sharing of grade crossing data locations between the two companies allows motorists using the app to be alerted that they are approaching a grade crossing.

The TRACKS program also includes suicide prevention and mental health awareness. The following are examples of current program elements and key partnerships:

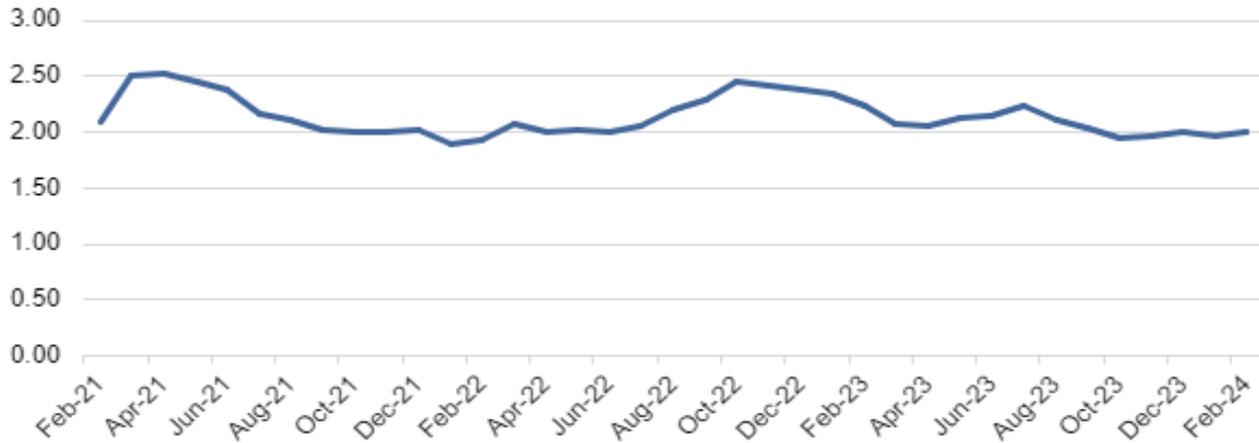
- Suicide prevention signage containing the national 988 hotline is displayed in stations, on digital monitors on station platforms and on rolling stock.
- MNR includes suicide prevention in its social media campaigns to help promote awareness and connect resources to those in need.
- Since 2016, MNR has partnered with the National Suicide Prevention Lifeline, which provides 24/7 free and confidential support for people in distress via telephone, email or text.
- Since 2019, MNR has partnered with the Crisis Text Line. As part of that partnership, MNR created a unique keyword "NEXT2U" that users can text to 741-741 to connect them with a trained counselor 24/7.
- Question Persuade Refer (QPR) Training is offered to front-line MNR employees to teach them how to recognize the warning signs of an individual experiencing a mental health crisis or contemplating suicide and connect the individual to trained counselors.



Performance Metrics

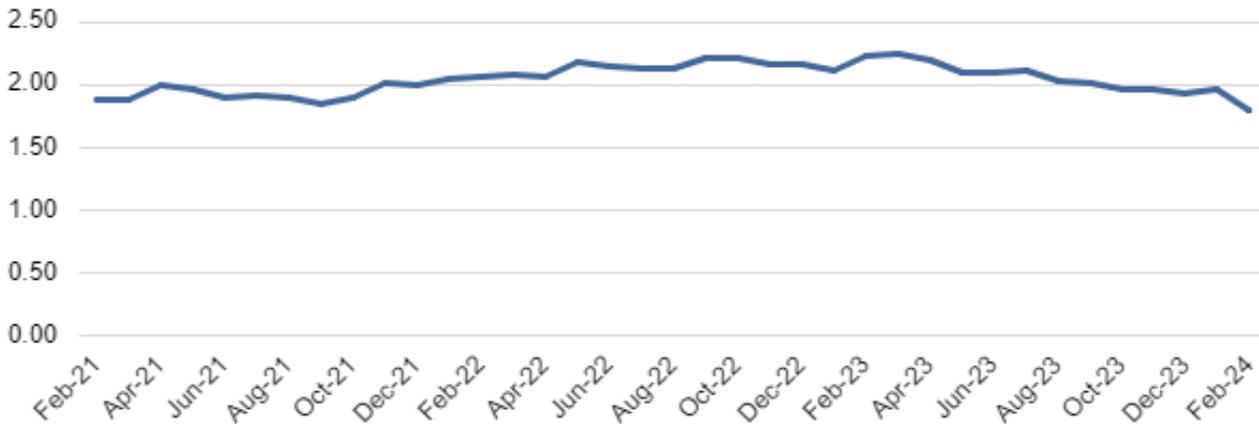
Customer Accident Rate

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.

	2021	2022	2023	2024 YTD
Train Derailments	0	2	0	0
Train Collisions	0	0	0	0



Prevention Metrics (Leading Indicators)

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

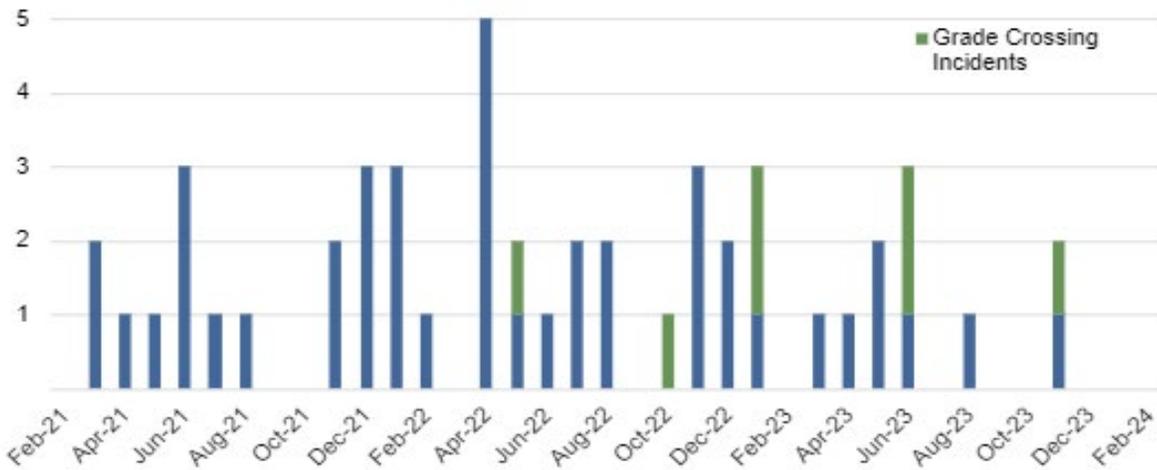
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2022	2023	2024 YTD	
			Target	Actual
First Responders	1,868	1,459	1,000	796
Employees	15,946	3,185	2,000	502
Customers and Community Members	52,606	69,984	60,000	4,265

Grade Crossing Safety Metrics

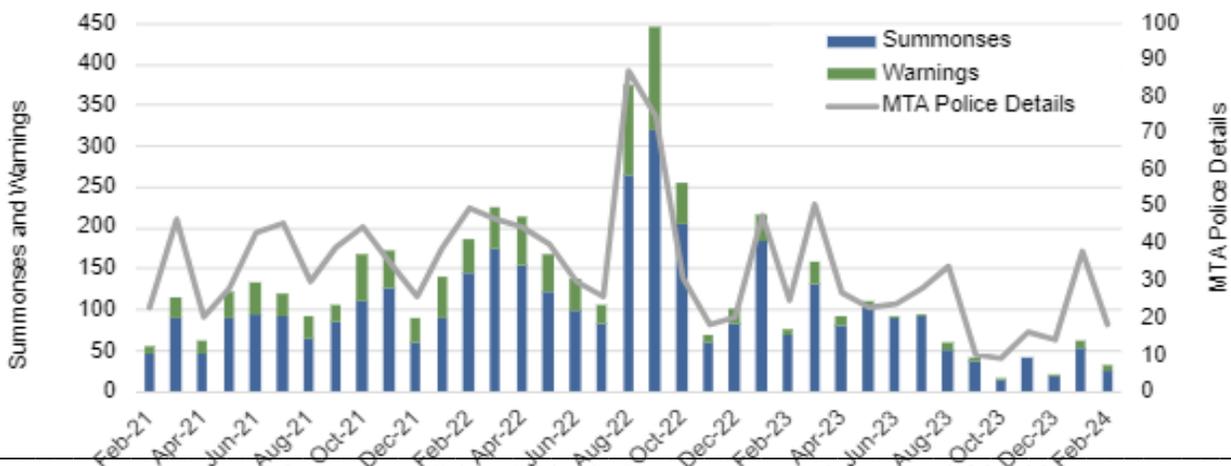
Grade Crossing Incidents and Broken Gates

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 Accidents decreased slightly, but Collision Injuries and Customer Accidents increased, 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 decreased on a rolling 12-Month basis when comparing periods ending March 2024 and March 2023. It is also worth noting that Monthly Fires for March 2024 (73) decreased when compared to the same month in the previous year (98).

Multiple mitigation efforts across departments are contributing to the favorable trend and highlight the success of the Executive Committee on Track Fires (Vac train availability, water intrusion grouting, insulator replacement, 3rd rail and end approach alignment, SERT Team, priority area debris cleaning).

The National Transportation Safety Board investigation into the January 4th, 96th Street subway collision (NTSB) continues. NYCT continues to support the NTSB investigation with the cooperation of multiple departments.

MTA Web Page (<https://new.mta.info/safety-and-security/nyct-employee-assault-data>) provides updated data and statistics on assaults and harassment against our employees.

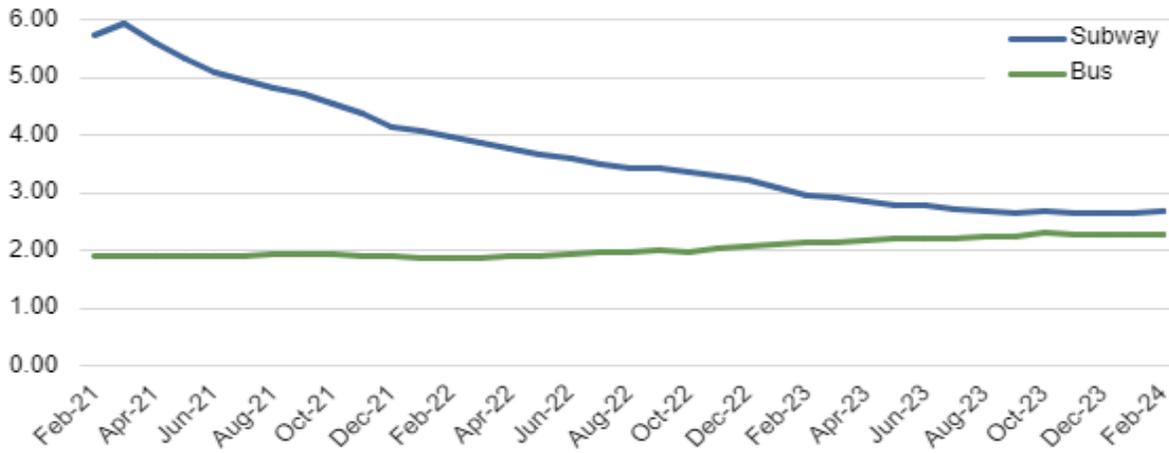
Another MTA Web Page (<https://new.mta.info/safety-and-security/nyct-vandalism-data>) provides updated data and statistics on vandalism of select elements of the transit system.



Performance Metrics

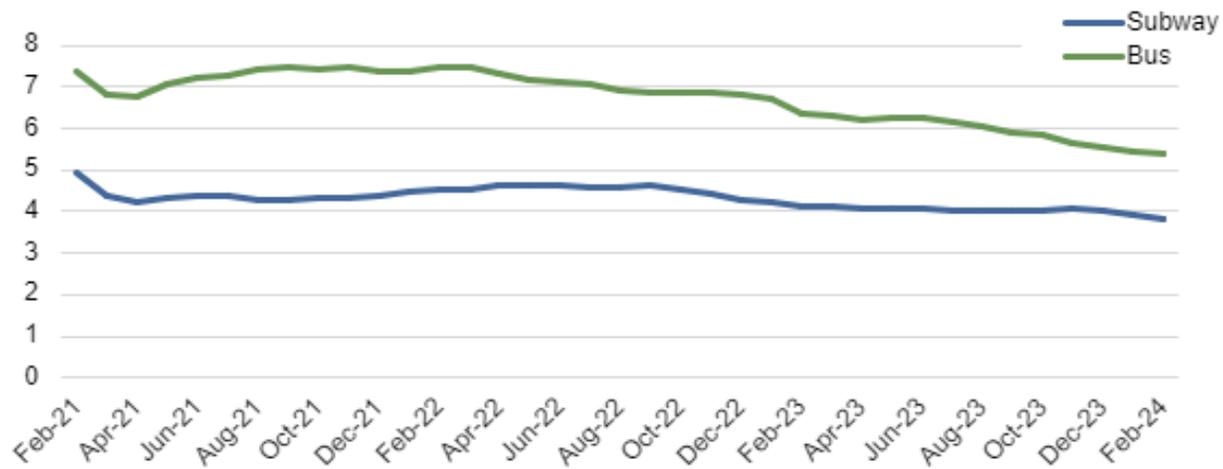
Subway and Bus Customer Accident Rate

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

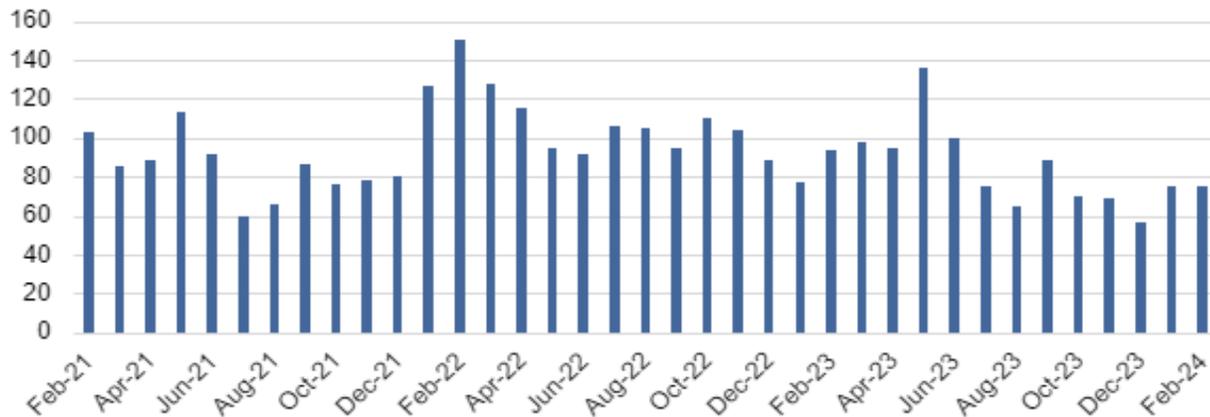
The number of bus collisions per million miles.





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	2021	2022	2023	2024 YTD
Mainline Collisions	0	0	0	1
Yard Collisions	3	3	0	1
Mainline Derailments	0	1	3	1
Yard Derailments	10	6	3	0

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.

	2023	2024 YTD	
		Target	Actual
Joint Track Safety Audits Completed	319	330	42
Continuous Welded Rail Installed (Feet)	25,739	15,482	2,533
Friction Pads Installed	49,238	22,750	11,174
Audible Pedestrian Turn Warning Systems Installed	222	400	58
Vision Zero Employee Trainings Conducted	6,402	6,000	1,051

MTA Bridges and Tunnels

The data shows that the customer collisions continue to improve. We are continuing to observe a considerable drop in the number of incidents while maintaining volumes consistent with pre-2020 average annual daily traffic (AADT) with around 900.000 daily crossings. These positive trends can be 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.

We are working closely with our colleagues in Construction and Development we have been continuing to implement controls to improve the conditions that were seen as the primary contributors to collisions.

With respect to injury on duty rates, our year-to-date trends are slightly better than what we experienced during the same period 2023 and have continued to improve.



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.

	2022	2023	2024 YTD	
			Target	Actual
Workforce Development	490	1065	480	121
Safety Task Force Audits	14	14	14	0
Fire Code Audits	14	14	14	0
FDNY Liaison Visits	29	28	28	0

MTA Construction & Development

MTA Construction & Development (C&D) manages third-party capital construction across all MTA agencies, including Metro-North Railroad, Long Island Railroad, New York City Transit, and Bridges & Tunnels, as well as integrated “mega” projects (Second Avenue Subway Phase 2, Penn Station Access, and Harold Interlocking). 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.

Initiatives currently underway within Construction & Development:

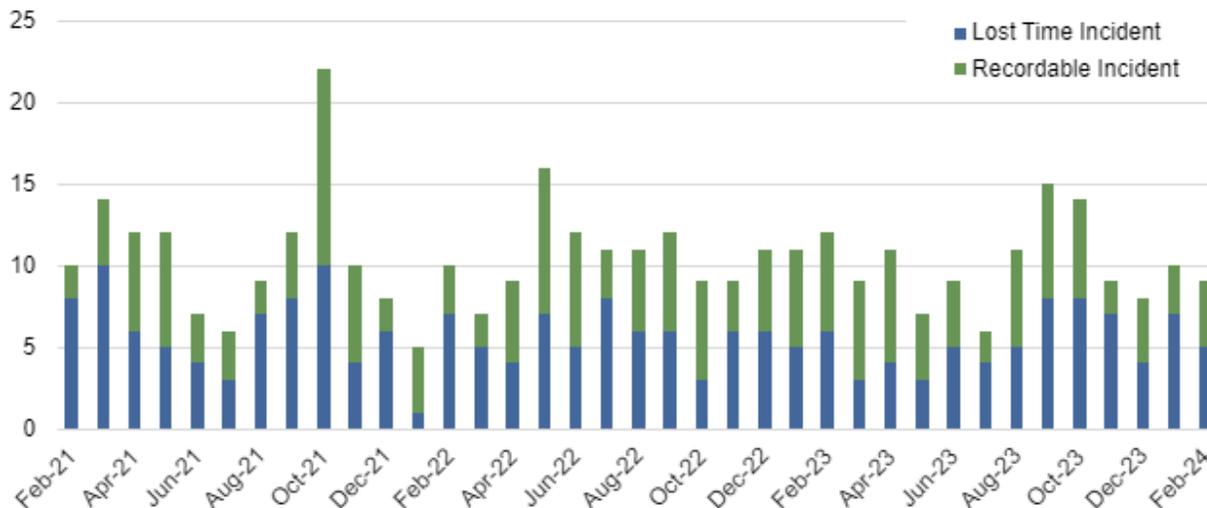
- AECOM Safety Assessment Initiative – Advance a multiphase project to audit, evaluate, recommend, and implement a new Safety Management System (SMS) with MTA C&D. The primary focus is improving safety at construction sites and capital improvement projects around operating MTA rail transit, bridge, and tunnel facilities, including an IT platform selection and data management application.
- C&D Safety has implemented Phase 1 of the new three-phase, agency-wide Safety Management System (SMS). Phase 1 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. Training of C&D project staff (internal & external) is ongoing, and C&D Safety continues to support as needed. The informational sessions with the Safety Departments of the various MTA Operational Agencies have been completed. Outreach with vendors and contractors is ongoing, and preparations for other MTA stakeholders are being scheduled. C&D Safety continues working with AECOM on finalizing the Phase 2 training materials rollout and final enhancement to the SMS. The tentative rollout is currently planned for Q2 of 2024.
- The digital solution portion for the Safety Management System (SMS) continues to progress in partnership with MTA HQ and has been incorporated into an agency-wide Enterprise Safety System (ESS). This program remains integral to the comprehensive SMS. As stated in previous updates, the ESS program would remove numerous manual processes of collecting field assessments, manually entering results, and storing files in email, SharePoint, or OneDrive locations, which are not often accessible to all staff. The new ESS 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 staff). The ESS RFP submissions are being reviewed and evaluated to narrow the bidders to a smaller group. C&D Safety is working with MTA HQ on the possible use of a software platform currently used by the MTA Police Department as a potential upgrade to the interim safety management reporting program.
- 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 completed its first tabletop exercise with a selected Business Unit at the end of 2023. The next Tabletop Exercise has been finalized and is expected to be conducted in May, with a goal of performing future tabletops on a quarterly basis. These drills help build organizational capacity, help organizations evaluate their business continuity plans, and identify strengths and areas for improvement. In addition, the team is drafting an agency Emergency Management system to streamline contracts and operations coordination with MTA stakeholders.



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.

	2023	2024 YTD
Struck by / Against	0	0
Slips, Trips, Falls	1	0
Electrical Shock	2	0
Laceration	0	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).

	2023	2024 YTD
Inspections and Audits - Internal	2,550	436
Inspections and Audits - External	7,203	1,365

MTA Safety Committee

Key Security Metrics

April 29, 2024

Long Island Rail Road

LIRR Office of Security proactively monitors locations based upon information developed through coordination with MTAPD, LIRR employees, 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 processes.

The Office of Security focuses on Terminals and Station's public waiting areas utilizing LIRR Security Command Center's access to cameras and access control technologies, which are further supported by analytics applied to specific scenes, which assist in the identification of problematic areas where individuals may remain and vandalize areas or present possible threats to customers.

Using information developed, the Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness, assisting with the identification of homeless conditions and individuals in need of assistance. When Office of Security personnel observe possible conditions, they work with the MTA PD and LIRR Departments to address and correct the condition. The LIRR Security Command Center observed a total of Twenty-Five apparently undomiciled individuals, dispatching police to render aid for the 1st Quarter of 2024.

LIRR Security Staff conducts security assessments at LIRR properties, such as station buildings, facilities, and yards. Utilizing the available data, Security Personnel apply their intrinsic knowledge of the LIRR, current threat-based trends and their specialized training to determine if current security mitigations are sufficient to address identified security needs.

For 1Q 2024 the Office of Security has utilized its new Drone program to assist various departments in surveys and assessments along the right of way and yards. The inception of the Drone program began in 3Q 2023 and currently has three Drone Pilots and two Drones in its fleet.

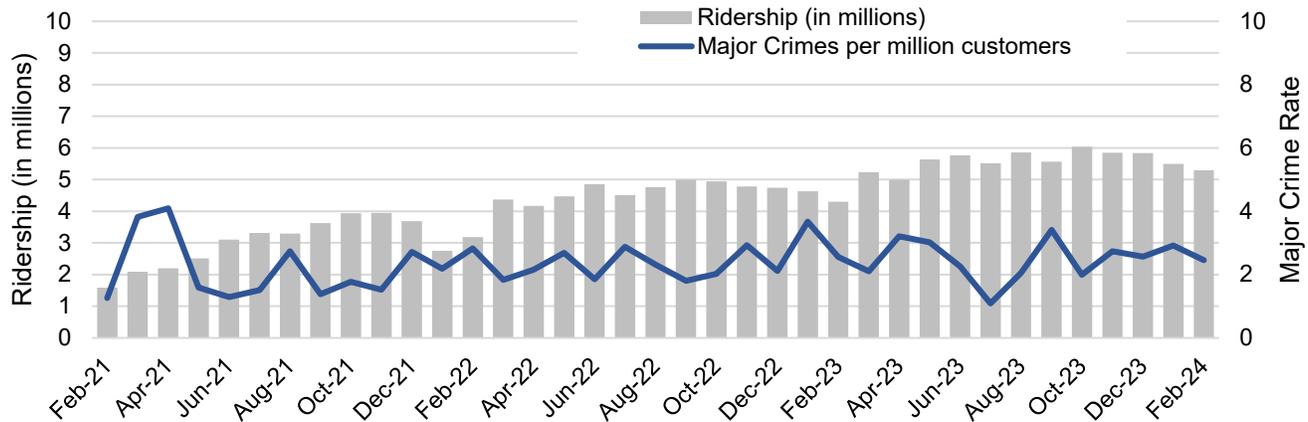
LIRR Office of Security monitors employee workplace violence incidents and looks for potential enhancements or mitigations to prevent future occurrences. MTA/LIRR is addressing prevention of worker assaults in the following ways:

- Enhancing Customer Messaging
- Deploying Additional Employee training and awareness campaigns
- Engaging with Labor Unions on frontline worker issues
- Working with the MTAPD to identify areas of employee and customer concerns. The results have been overwhelmingly positive for both employees 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 to enhance camera coverage at our stations, yards, and facilities.

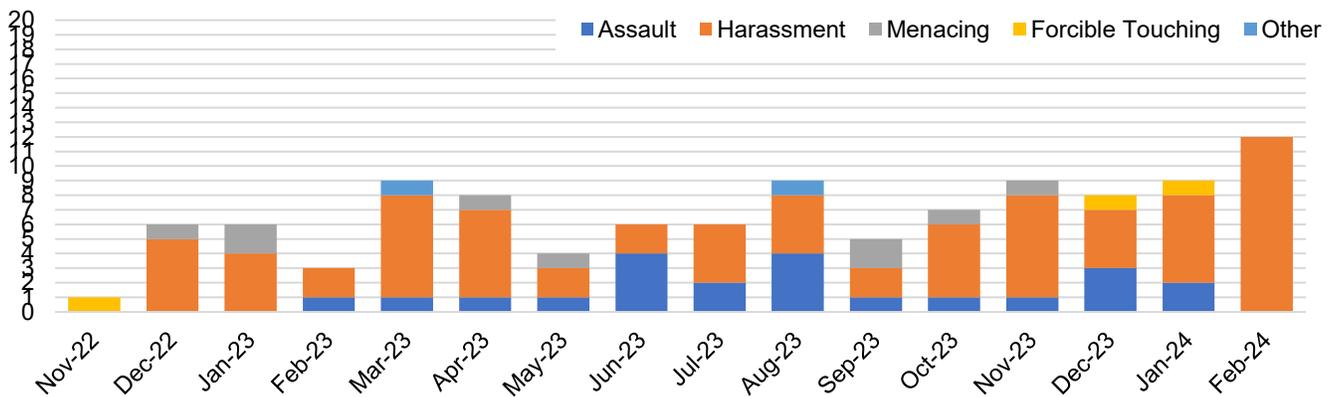
Major Crimes Against Customers

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



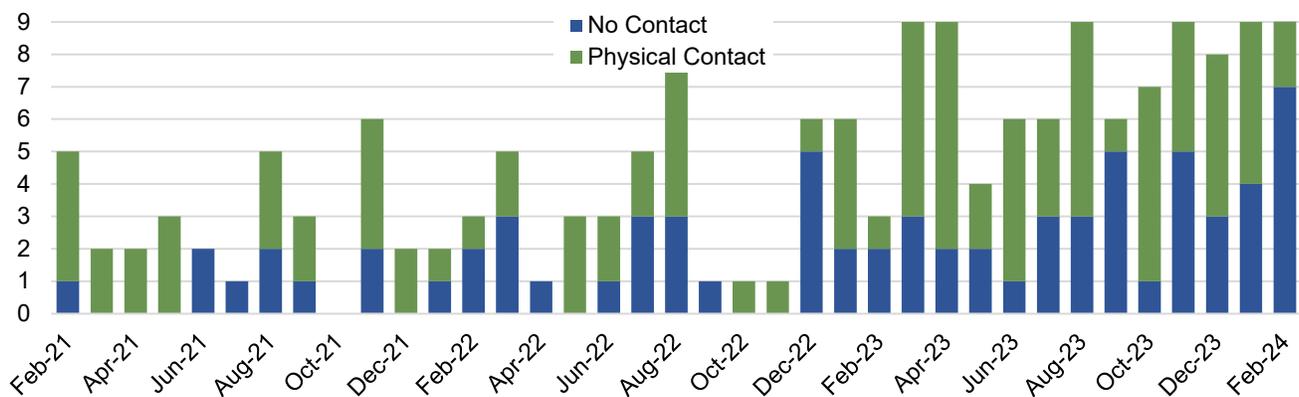
Workplace Violence Against Employees – Penal Law

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

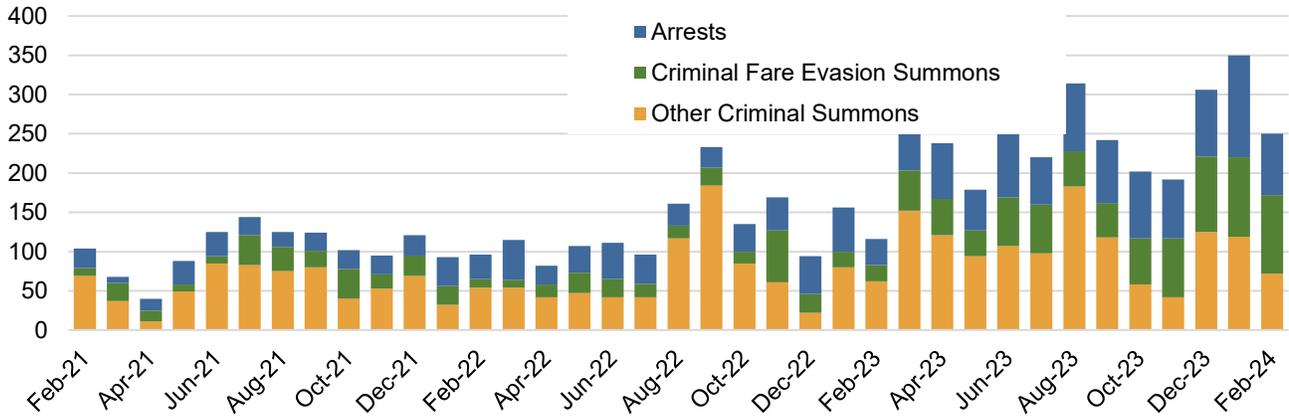
The number of reported Workplace Violence Cases against LIRR employees, contractors, and other MTA employees on LIRR property, recorded by LIRR Security and MTAPD, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





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 continues to 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 reported Workplace Violence (WPV). MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent location for WPV to occur. MTA/MNR is addressing prevention of worker assaults in the following ways:

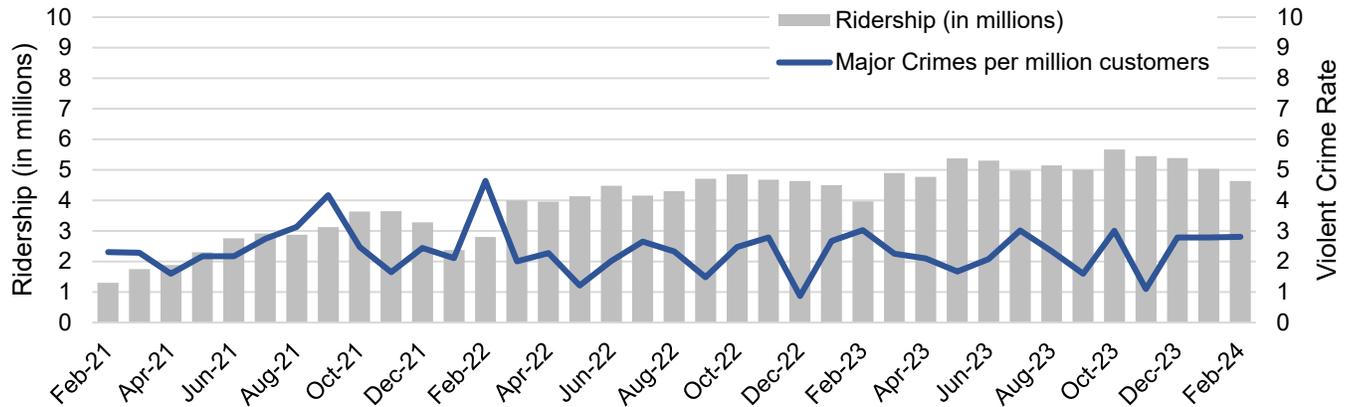
- Running a de-escalation training program for new and existing conductors. 100% of Conductors received this training in 2023. All new MNR employees are given in-person De-escalation techniques training as part of the Security Basics module at New Hire Orientation.
- Weekly meetings with MTAPD, MNR Transportation, 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.



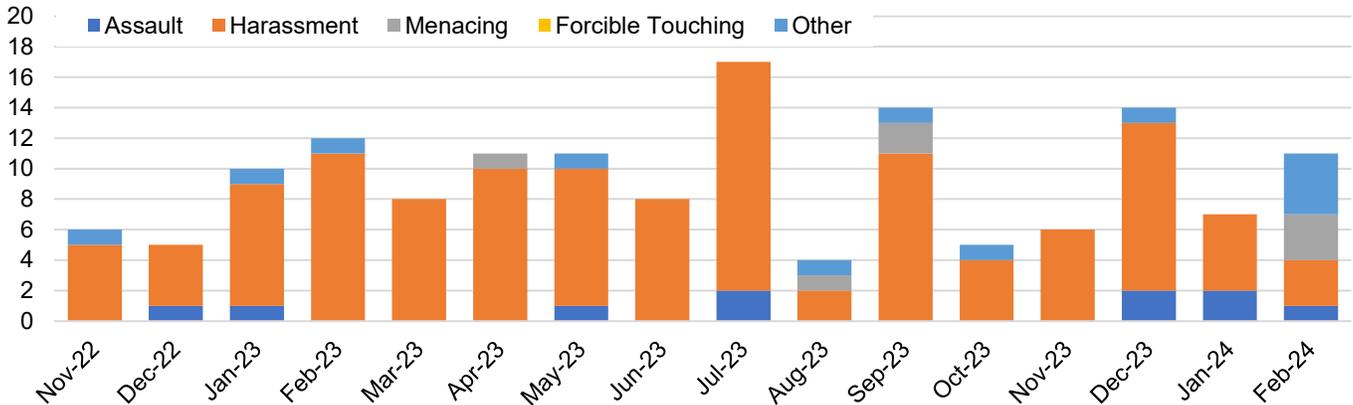
Major Crimes Against Customers

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



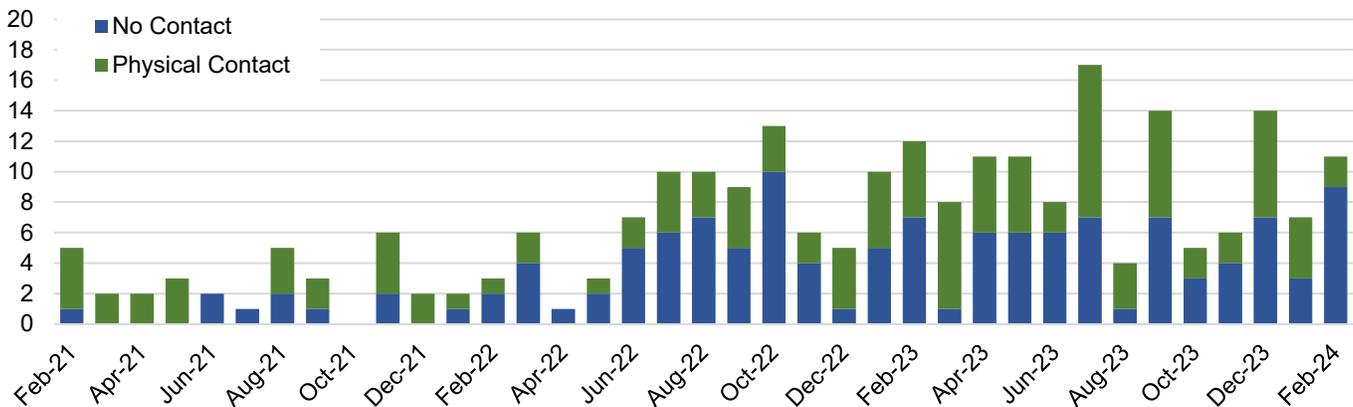
Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against 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

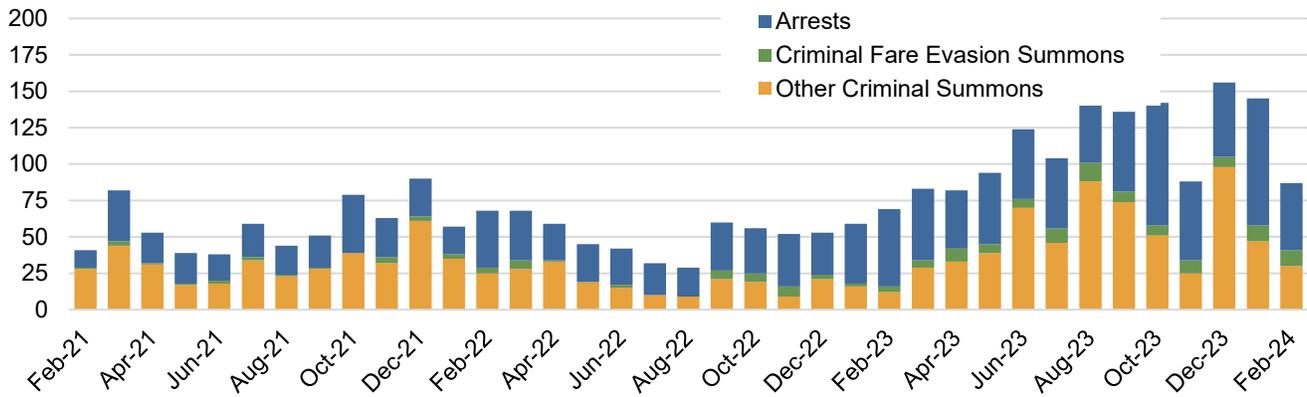
The number of reported Workplace Violence Cases against MNR employees, contractors, and other MTA employees on MNR property, recorded by MNR Security and MTAPD, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





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





New York City Transit

In March 2024, Major Felony Crime was up 12% month over month (versus February 2024) yet down 22% from the comparative month a year prior (March 2023). Crime also decreased 11% when compared to the 2023 monthly average. Crimes per Million Rides increased 1% from February 2024 but decreased 16% compared to the 2023 monthly average (normalized for ridership trends and days per month).

The above figures represent a continuation of a downtrend in crime from February. Our collaborative efforts to combat the rise in crime noted in January has shown a significant effect month over month. We continue to work with our law enforcement partners on quality of life, enforcement, and crime control initiatives and hope to see this downtrend continue.

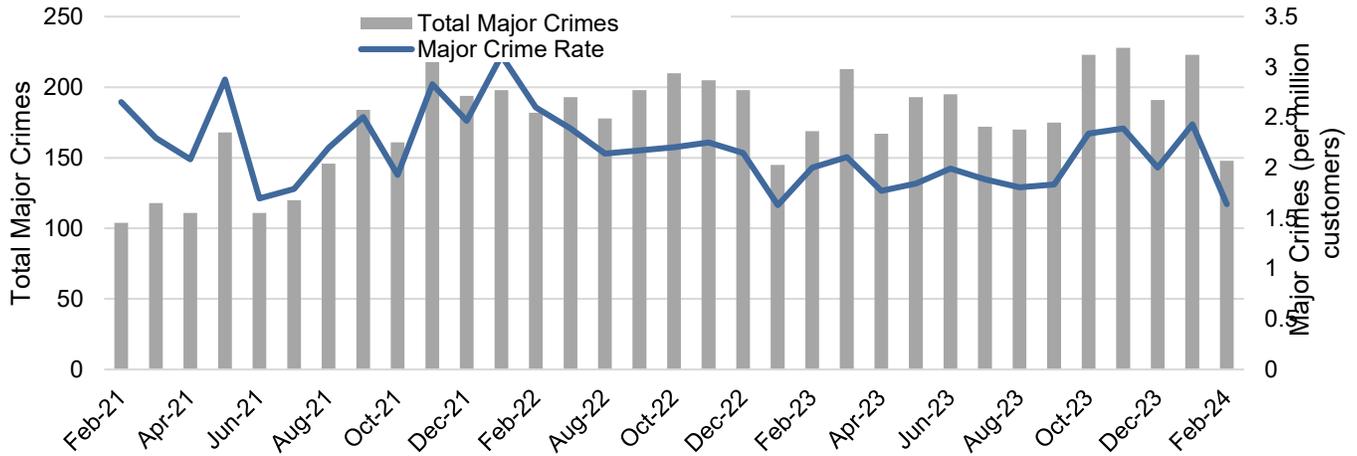
Employee workplace violence cases in February were down 33% from February 2023 and down 36% from the 2023 monthly average. Normalized for days in a month the figures are still near a 30% decline. Although employee assaults are up for the year, they are only 9% of our total cases and remain low on a per 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.

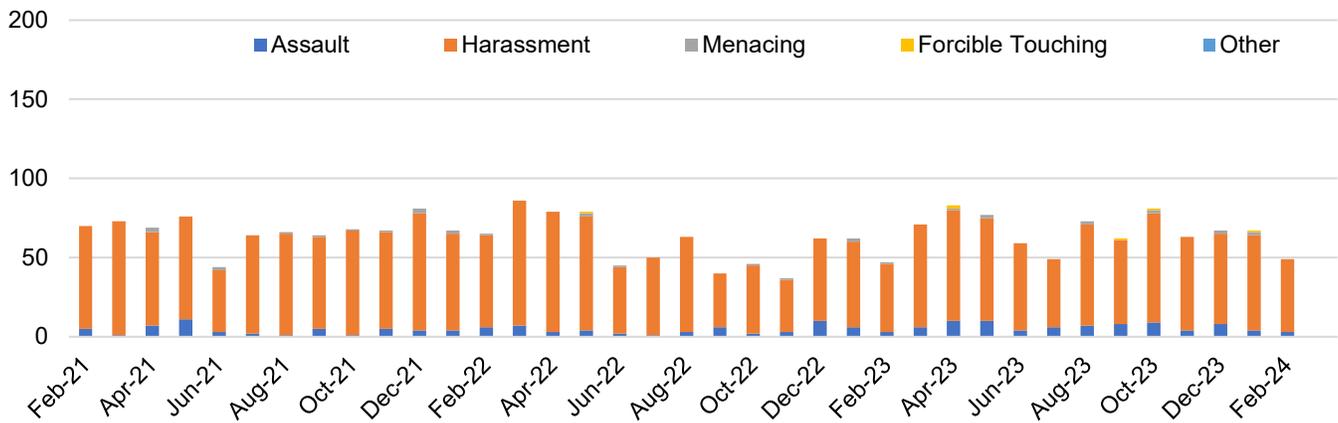
Major Crimes Against Subway Customers

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



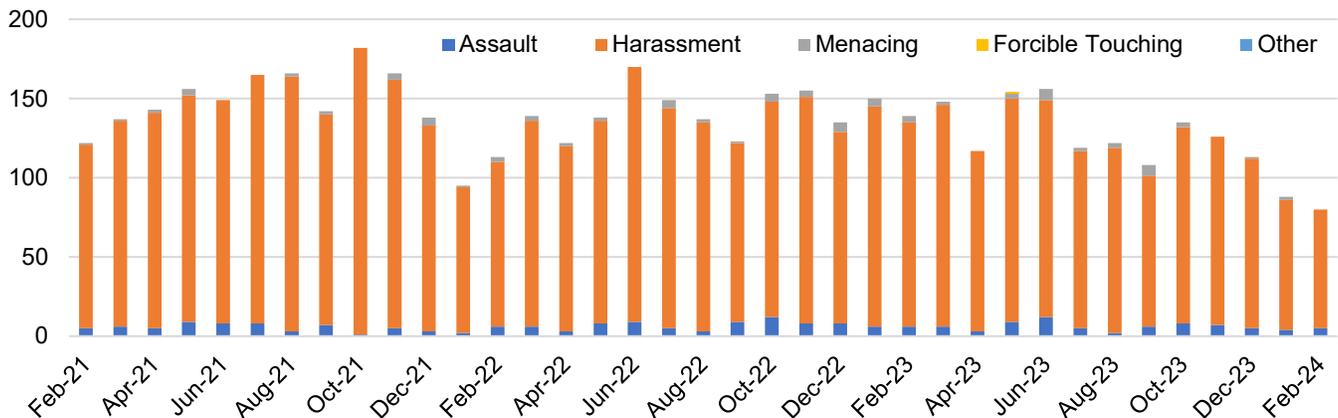
Workplace Violence Against Subways/SIRTOA Employees – Penal Law

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

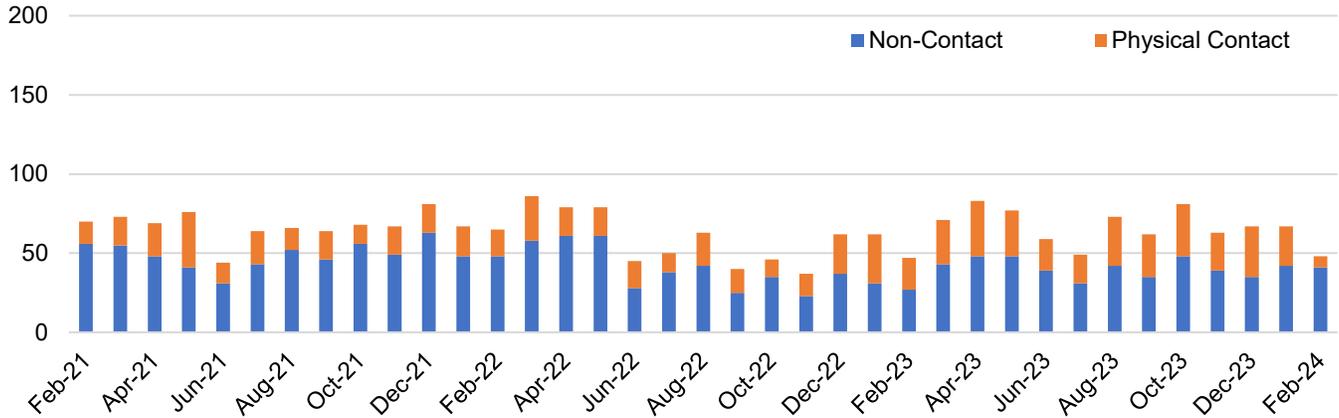
The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).





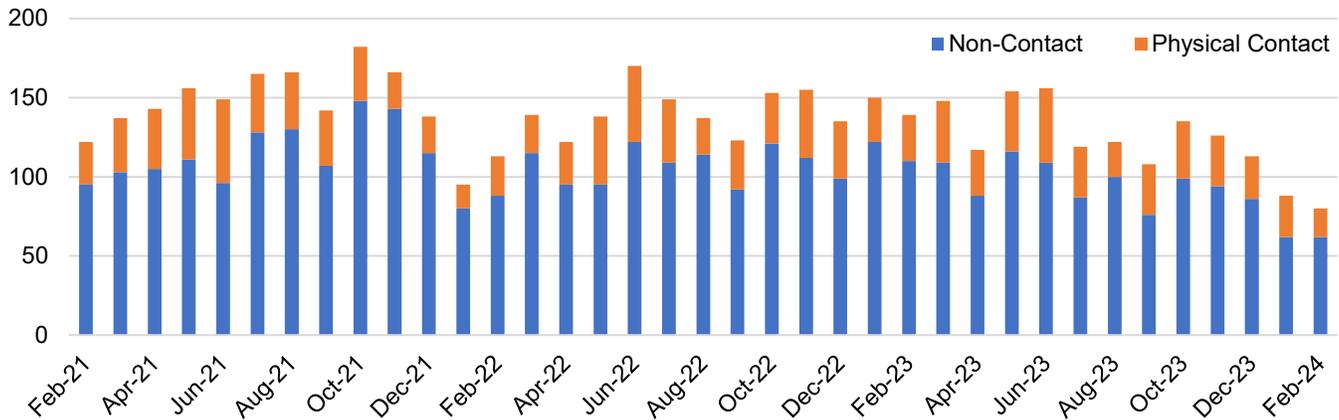
Workplace Violence Against Subways/SIRTOA Employees – Labor Law

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)



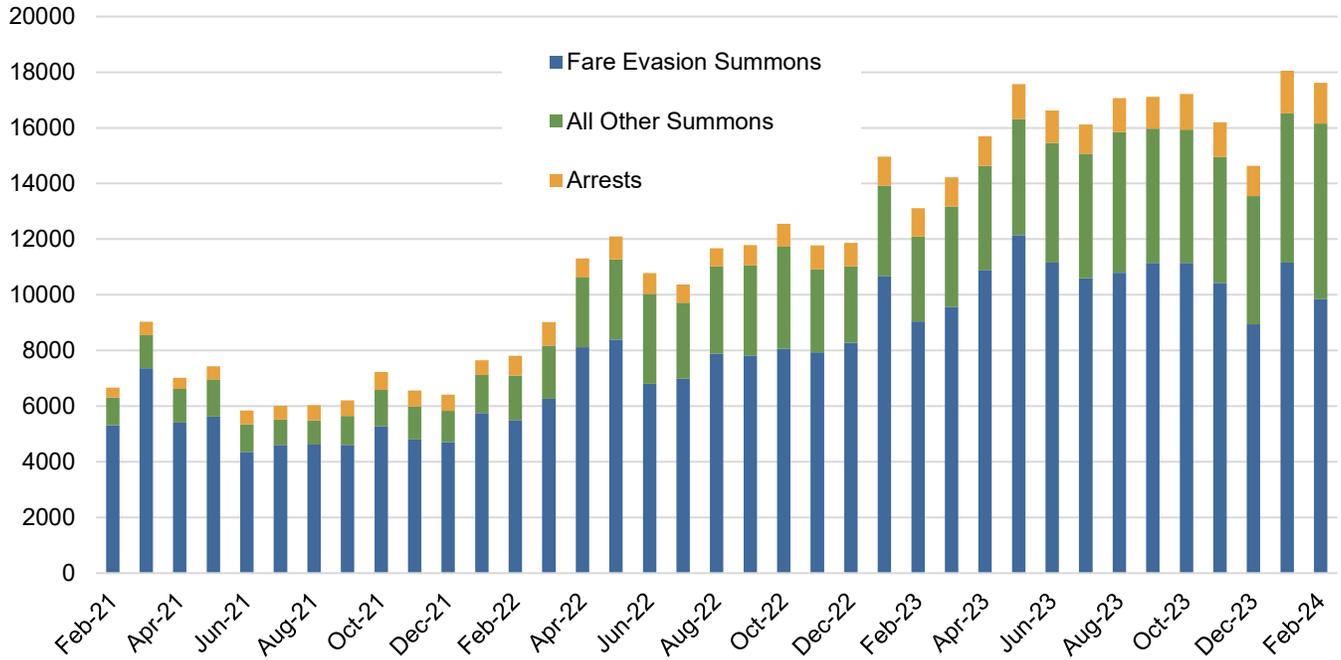
Workplace Violence Against Bus Employees – Labor Law

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)



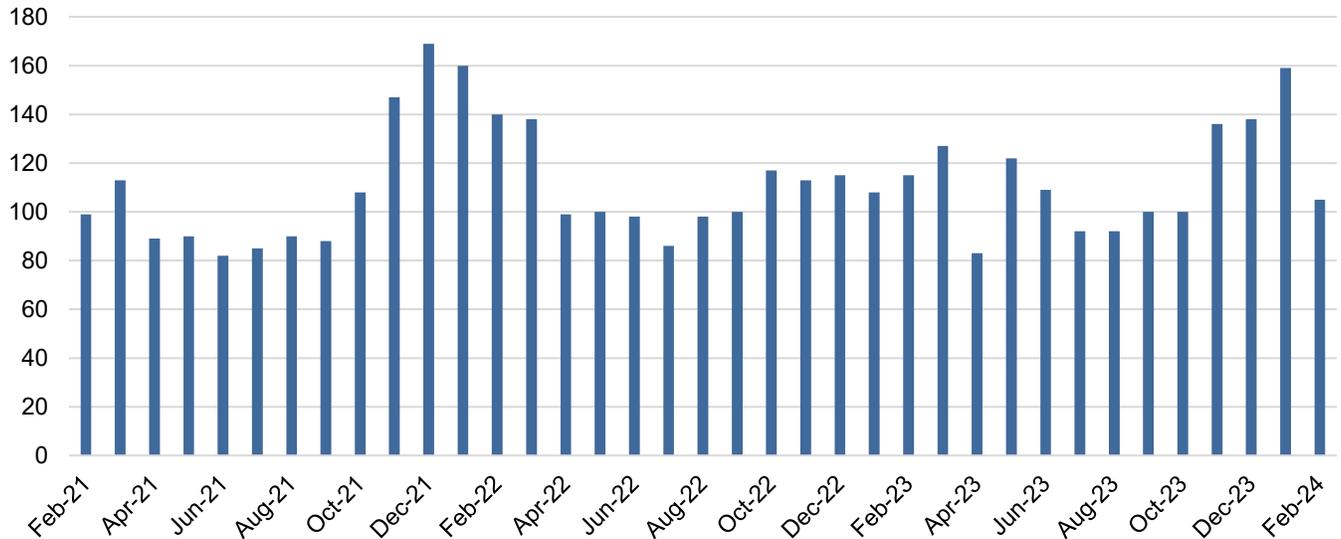
NYPD Summonses and Arrests

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

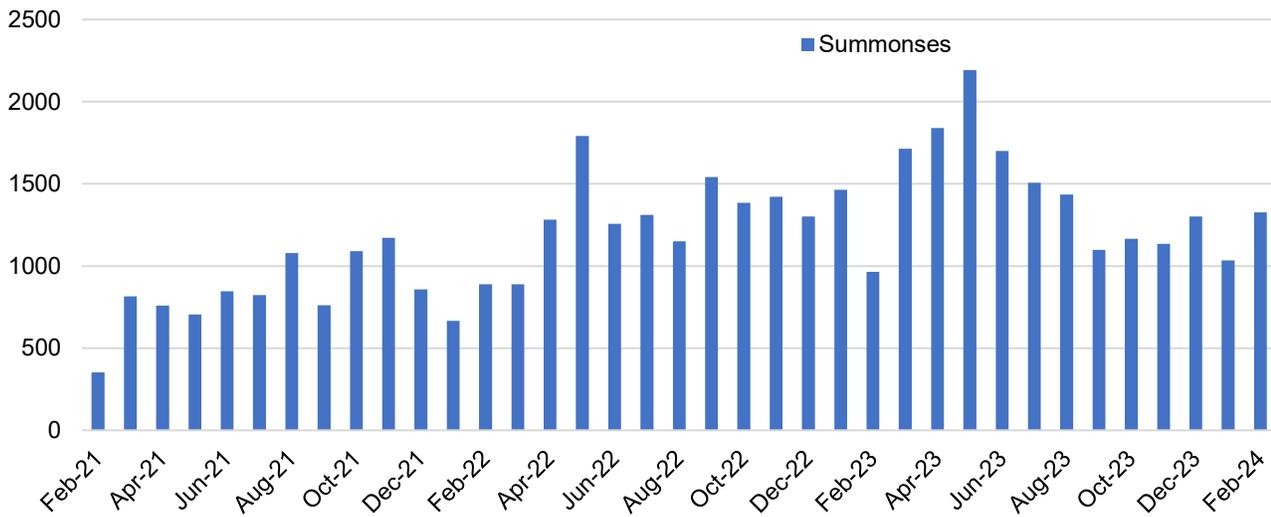


MTA Bridges and Tunnels

The Internal Security Department promotes the safety and well-being of all of our customers and employees through the continual evaluation of the physical environment of our site/facilities, reviewing incident reports to identify trends in the types of incidents reported, and reviewing the effectiveness of the mitigating actions. This mission continues 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.

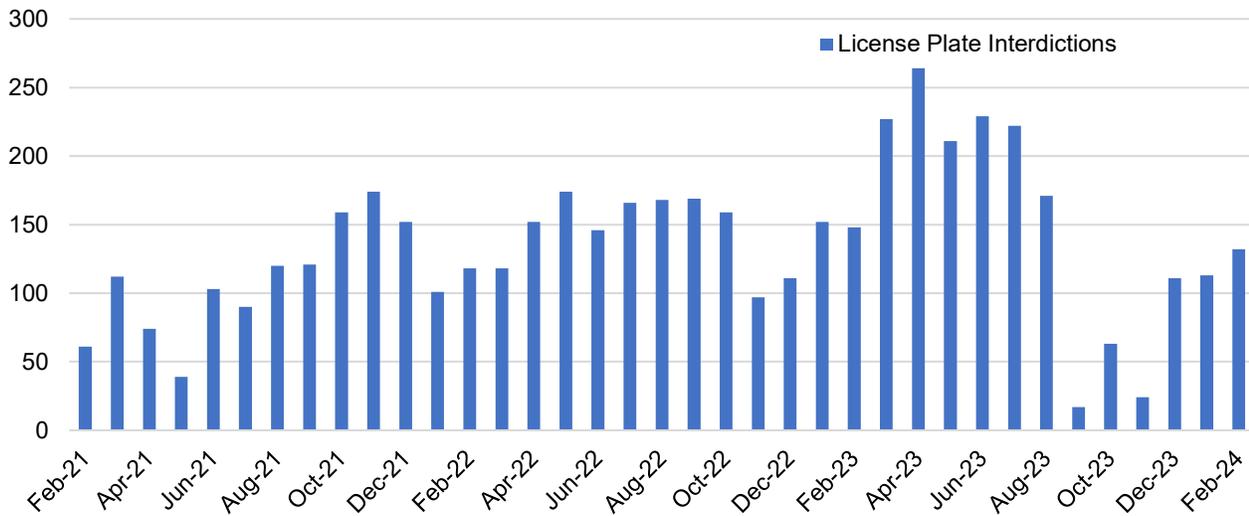
Bridges and Tunnels Summonses

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



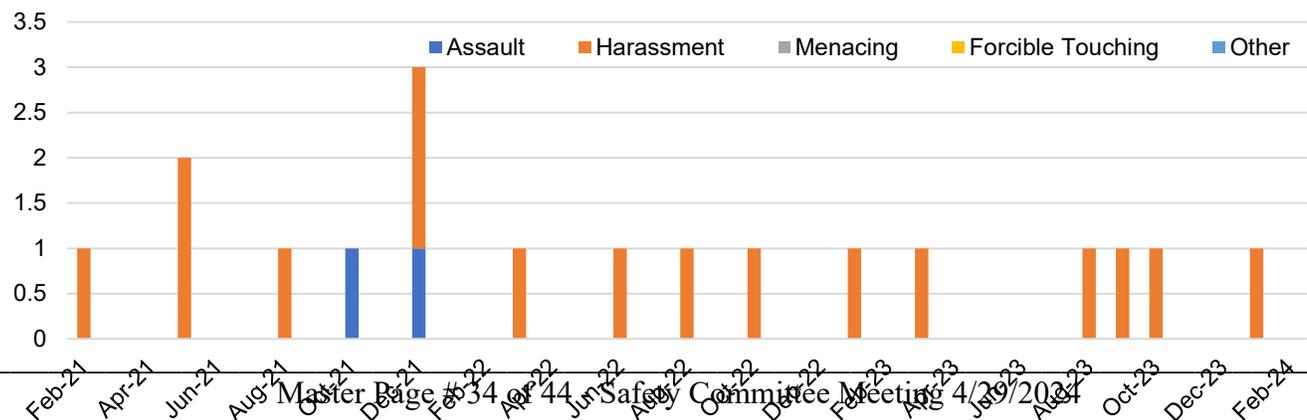
Bridges and Tunnels License Plate Interdictions

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



Workplace Violence Against Employees – Penal Law

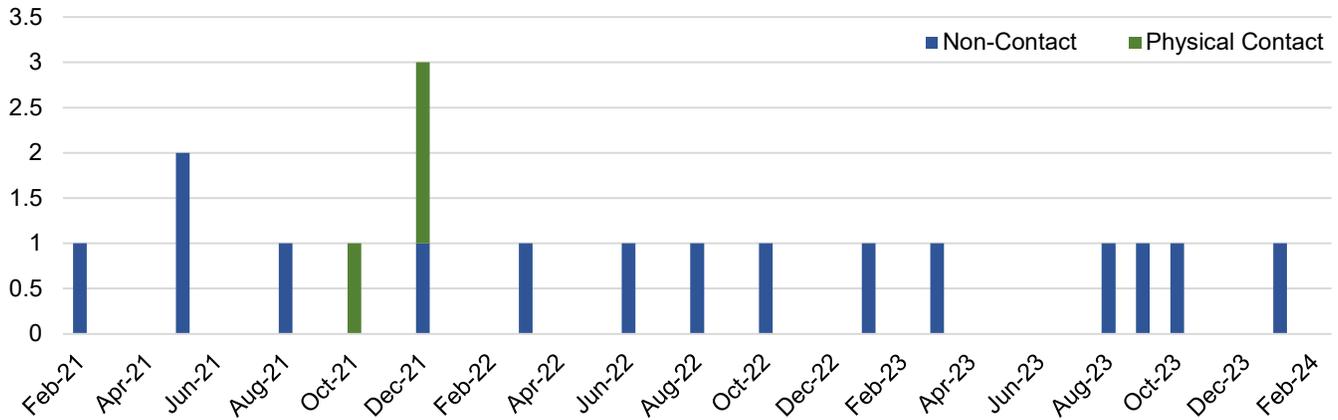
The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTOs, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).





Workplace Violence Against Employees – Labor Law

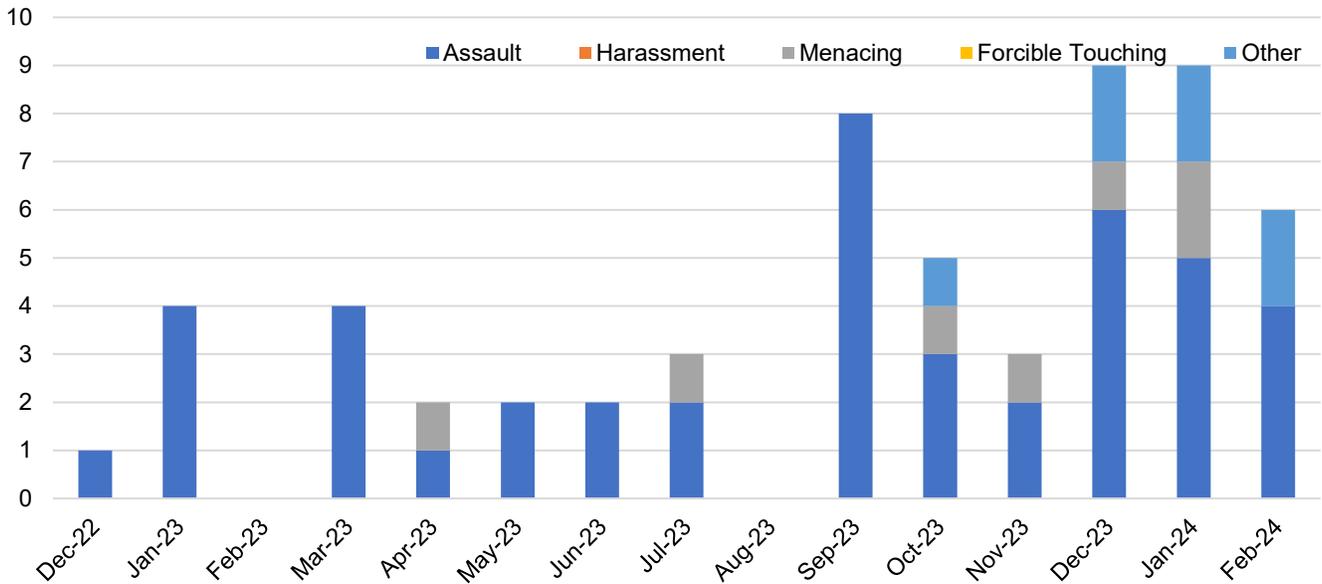
The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTIOs, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)





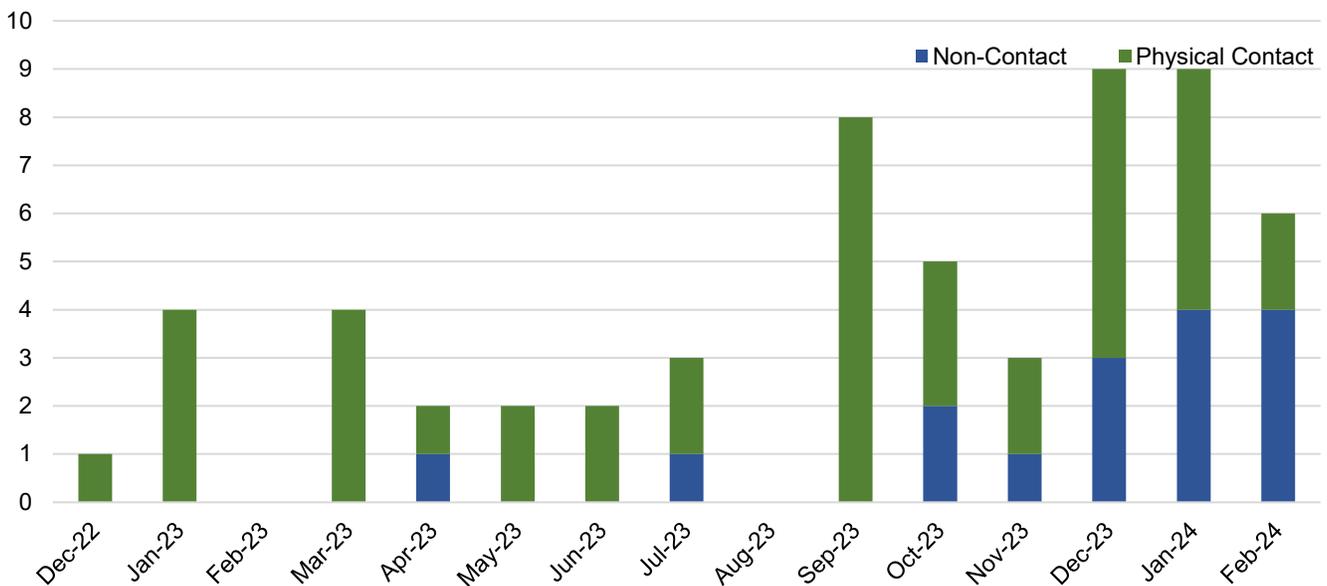
Workplace Violence Against Employees – Penal Law

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)





Construction &
Development

4/29/24

SAFETY MANAGEMENT SYSTEM

AUSBERTO HUERTAS, JR. "OZZIE", VP SAFETY

SAFETY MANAGEMENT SYSTEM (SMS) GOALS



People

- Support Safety Culture, Roles & Responsibilities



Risk

- Mitigate Operational Risk, Identify Potential & Prevent Incidents



Process

- Integrate Policies, Procedures & Streamlining

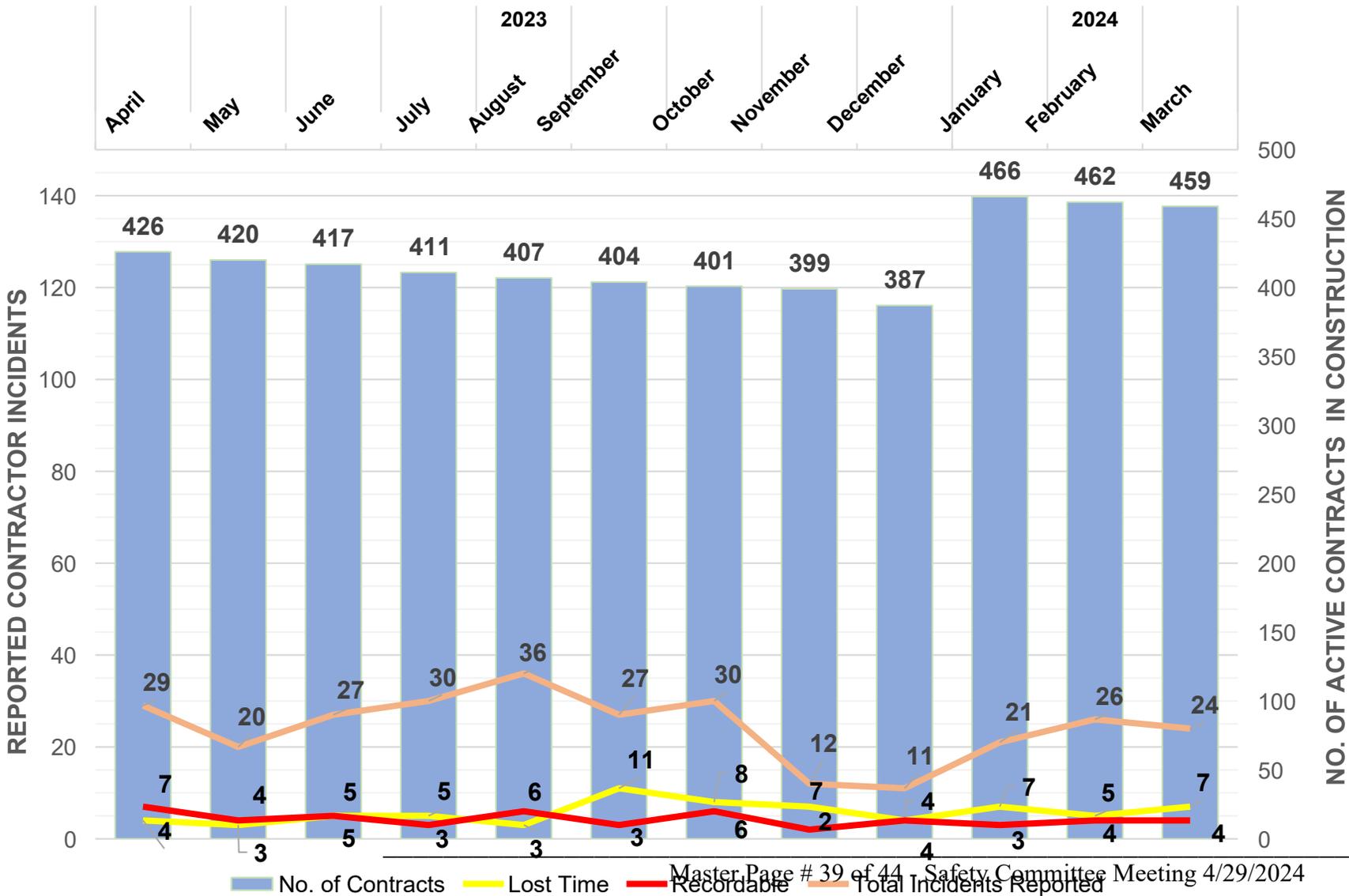


Data

- Proactive Safety Management with Real Time Information

INCIDENT BASED APPROACH

C&D Contracts in Construction: April 2023-March 2024



Lagging Indicators

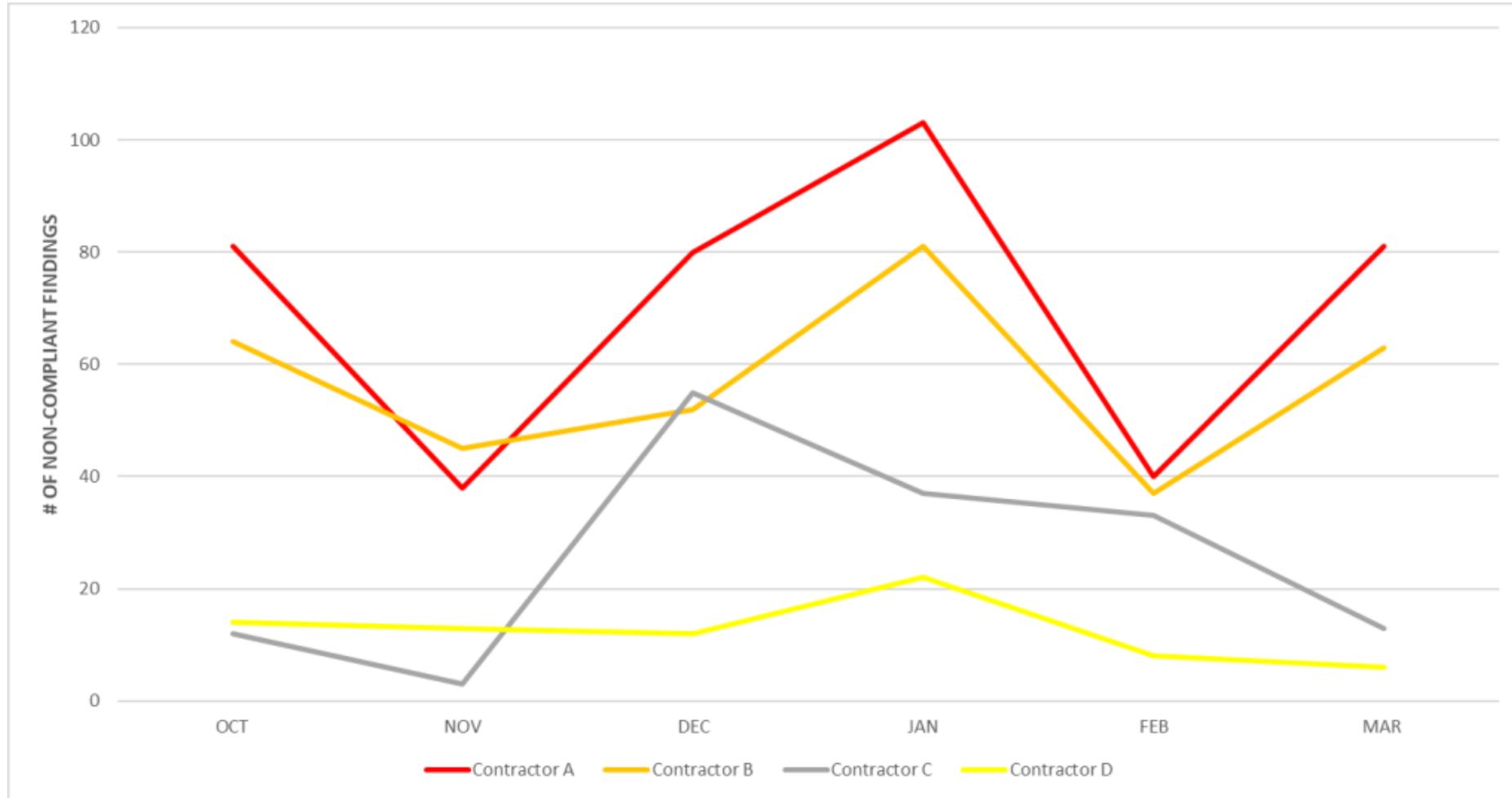
- Increased Recordable
- Increased Lost Time
- Higher Incident Trends
- Increased Premiums
- Project Delays
- Increased Costs
- Project Focused

OBSERVATION BASED APPROACH

Non-Compliant Findings - October 2023 - March 2024

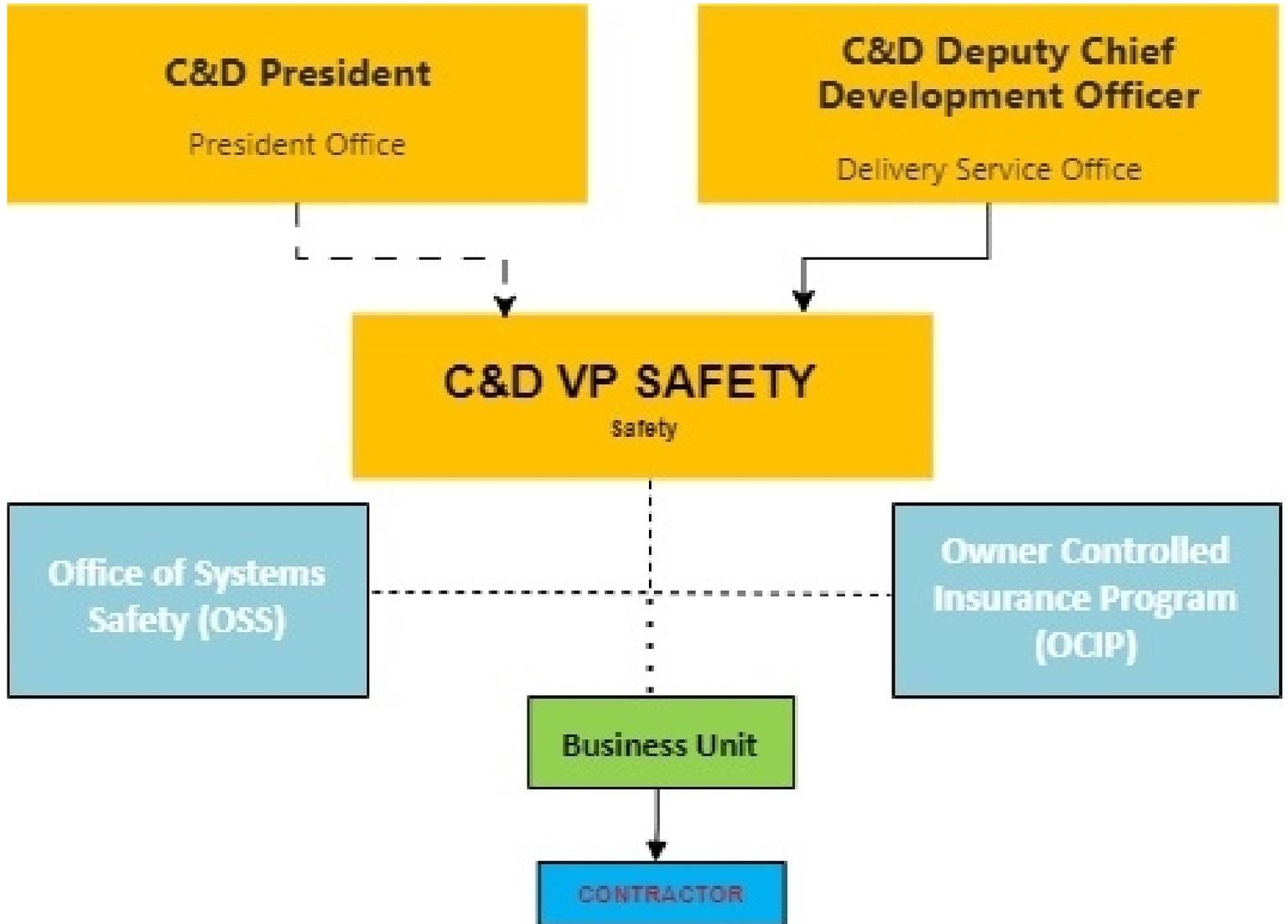
Leading Indicators

- Forecasting Trend
- Unifying Measures
- Enhanced Reporting
- Tiered Inspections
- Streamlined Safety Procedures
- Program Focused
- Decreased Premiums



SAFETY STRUCTURE

- Safety at all levels
- Supportive Digital Tools
 - Real-Time Monitoring
 - Data Analytics
 - Tiered Dashboard
 - Mobile Inspections
 - Streamlining Documentation
 - Unifying Lessons Learned



PROCESS MODIFICATION

Documentation



- Revised Contract Documents
- Enhanced Document Review

Training & Education

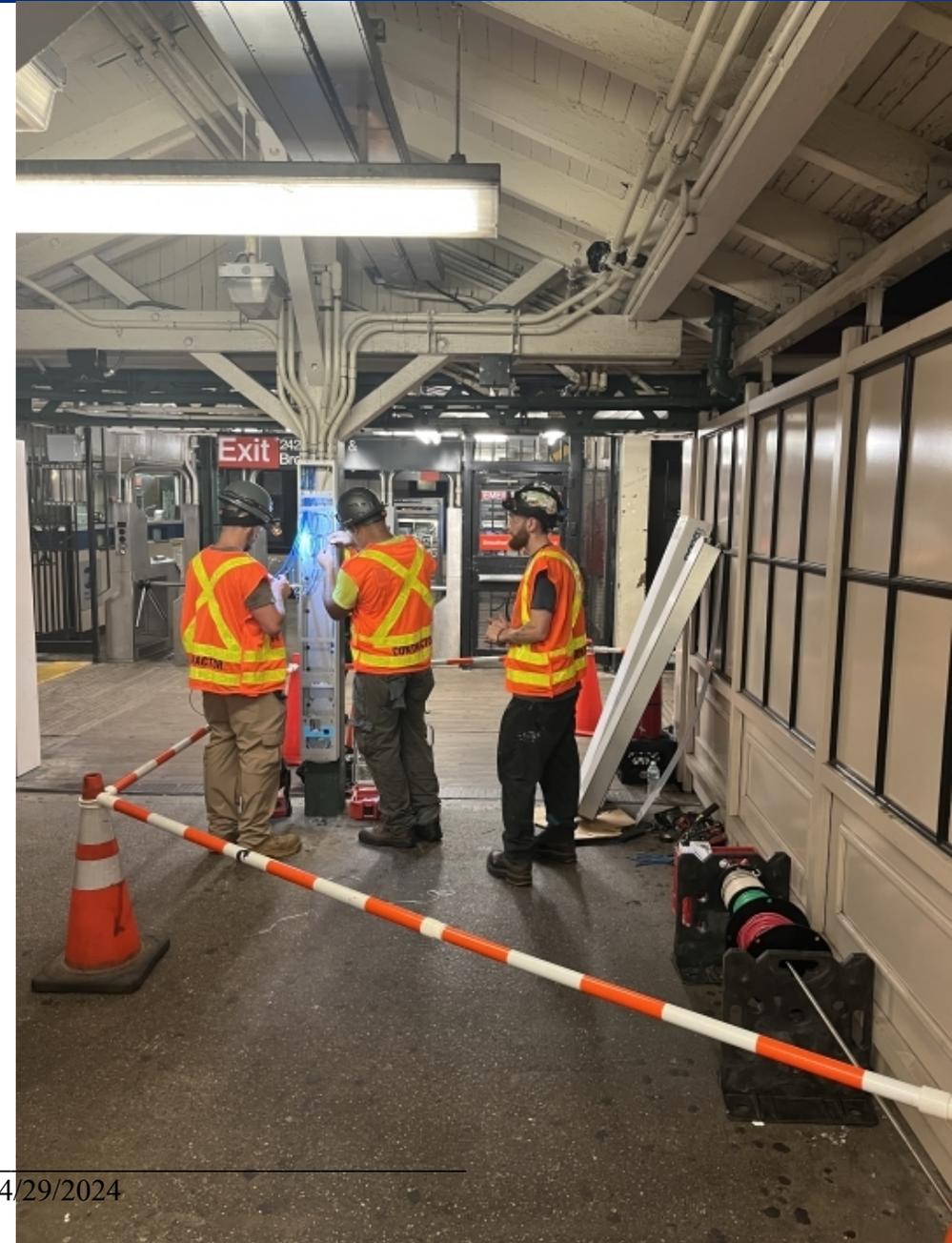


- Upgraded Safety Training Requirements
- Enhanced Hazard Prevention

Inspections & Communication



- Announced & Unannounced Safety Inspections
- Tiered Safety-Related Meetings
- Digital Contractor Safety Record



IMPLEMENTATION PLAN

Phase 1

PEOPLE

- Roles & Responsibility
- Managing Ourselves
- Safety Training & Orientation
- Safety Related Meetings

Phase 2

PROCESS

- ❖ Design & Planning for Safety
- ❖ Selection & Pre-Qualifications
- ❖ Variance
- ❖ Operation- Specific Guidelines
- ❖ Monitoring & Enforcement
- ❖ Project Closeout

Phase 3

DATA

- ✓ Project Based Key Performance Indicators
- ✓ Increased Cost Savings
- ✓ Project Time Savings
- ✓ Digital Transformation



Questions?