



**Metropolitan Transportation Authority**

# **Safety Committee Meeting**

## **October 2014**

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### **Committee Members**

T. Prendergast, Chair  
F. Ferrer  
A. Albert  
J. Ballan  
R. Bickford  
N. Brown  
A. Cappelli  
C. Moerdler  
M. Pally  
J. Sedore, Jr.  
V. Tessitore  
P. Trottenberg  
E. Watt

**Safety Committee Meeting**  
347 Madison Ave. - 5th Floor, Board Room  
New York, NY 10017  
Monday, 10/27/2014  
2:45 - 3:45 PM ET

**1. Public Comments**

**2. Approval of Minutes**

*MTA Safety Minutes - October 2014 - Page 3*

**3. Agency Safety Reports**

**NYCT / MTA Bus Safety Report - August 2014**

*NYCT / MTA Bus Safety Report - August 2014 - Page 8*

**B&T Safety Report - August 2014**

*B&T Safety Report - August 2014 - Page 19*

**LIRR Safety Report - August 2014**

*LIRR Safety Report - August 2014 - Page 22*

**MNR Safety Report - August 2014**

*MNR Safety Report - October 2014 - Page 27*

**4. Overview of Blue Ribbon Panel Report (To Be Distributed at Meeting)**

**5. Update on Safety at Metro-North (To Be Distributed at Meeting)**

Date of next meeting: December 15, 2014 @ 2:45-3:45 PM

**Metropolitan Transportation Authority  
Minutes of  
Safety Committee Meeting  
347 Madison Avenue  
New York, NY 10017**

**Monday, April 28, 2014  
2:45 p.m.**

**The following members were present:**

**Hon. Thomas F. Prendergast, Chairman & CEO  
Hon. Fernando Ferrer, Vice Chairman  
Hon. Mitchell Pally  
Hon. Allen Cappelli  
Hon. Charles Moerdler  
Hon. Andrew Albert  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. James L. Sedore, Jr.  
Hon. Vincent Tessitore, Jr.  
Hon. Norman Brown  
Hon. Mark Page**

Carmen Bianco, President, NYCTA, Helena Williams, President, Long Island Rail Road, Joseph J. Giulietti, President, Metro-North Railroad, James Ferrara, President, TBTA, Darryl Irick, President/SVP, MTA Bus Operations and Michael Horodniceanu, President, MTA Capital Construction, also attended the meeting.

**1. PUBLIC SPEAKERS.**

There were 2 public speakers, Mr. Ed Frank and Mr. Robert Fleisher, who did not speak on items specific to the agenda. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for content of speakers' statements.

**2. CHAIRMAN'S OPENING COMMENTS.**

Chairman Prendergast stated that a few months ago he announced the creation of a Chief Safety Officer position at Headquarters. Mr. Prendergast stated the creation of this new position is a critical piece of the re-examination of safety practices and procedures and stated that safety is the MTA's top priority. He also stated that the Chief Safety Officer will help ensure that the agencies are sharing best practices and doing all that they can to promote a consistent safety message at all levels of the organization. Mr. Prendergast stated that the MTA is actively interviewing candidates.

Chairman Prendergast also stated that he convened a Blue Ribbon panel of railroad experts last fall, to advise on technical issues as well as issues related to the safety culture at each of the three rail agencies. Mr. Prendergast stated that these experts have been walking our track, meeting with employees, and examining our practices and our equipment; he expects to receive a final report from the panel in June.

### **3. MONTHLY SAFETY REPORTS.**

Chairman Prendergast stated that MTA will present the monthly safety reports from New York City Transit and MTA Bus Company (“Transit”), Long Island Rail Road (LIRR), Metro-North Railroad (“Metro-North”) and Bridges & Tunnels. Mr. Prendergast stated that these reports are contained in the Safety Committee and the agencies’ committee books. He also stated that committee meetings will be grounded in the safety reports. He also stated that the MTA will develop and formulate the Committee with member input as to how to shape the agenda and level of the meetings to ensure the organization is doing all it can to improve its safety record.

Vice President of System Safety, Cheryl Kennedy of Transit, stated that all indicators were negatively affected by the New York City winter and that all injuries were up on a one month basis. Ms. Kennedy noted that slips, trips and falls and insulator fires increased. Ms. Kennedy stated that she expects the numbers should improve with winter weather passing.

Mr. Prendergast stated that an electric railroad has certain hazards that other railroads don’t necessarily have. He indicated that electric railroads get conductive paths with melted snow on the third rails.

Chief Safety Officer, Lori Ebbighausen, of LIRR stated that LIRR also experienced an increase in employee injuries due to bad weather. Ms. Ebbighausen stated that the majority of the injuries were due to slip, trip and falls and frozen windows. She also noted customer injuries were slightly up however there was one less incident in 2014 than 2013. She stated that by far the increase in injuries is in customers who need medical attention. Ms. Ebbighausen stated the T.R.A.C.K.S. Program continues to grow, reaching more people.

Mr. Prendergast asked Ms. Ebbighausen to explain the T.R.A.C.K.S. Program. Ms. Ebbighausen explained the T.R.A.C.K.S. Program is a community education program that partners LIRR and the MTA police department to educate the communities about the right- of -ways and crossing gates. Ms. Ebbighausen stated LIRR does this to help ensure safe navigation of the system.

Board Member Page asked what frozen window accidents were. Ms. Ebbighausen explained that the windows become frozen and confirmed Mr. Page’s assertion that conductors may strain themselves trying to open a frozen window.

Helena Williams stated that in addition to weather related issues, LIRR has had issues with the M-7 windows that are prone to getting stuck, and LIRR is working on that issue. Mr. Prendergast stated that ideally the Railroad would want heated step plates so there isn’t any accumulation of water or t to ensure proper draining of the water.

Board Member Page wanted to know about the increase in customer injuries; and asked is this something that goes up and down or is this an extraordinary number. Ms. Ebbighausen stated that the FRA reporting requirements changed in June of 2010 and this resulted in more reporting an a higher number.

Metro-North’s Chief Safety Officer, Anne Kirsch, stated weather conditions have played a significant role in the increase in injuries. She stated Metro-North noted the same trends of employee injuries but that customer injury numbers remain consistent. Ms. Kirsch stated that Metro-North has an outreach program that includes the “tweet” of the week to customers about safety tips in addition to customer campaigns with notices and posters and a web campaign. She stated the types of injuries are mostly slip, trip and falls consistent with LIRR and Transit. Ms. Kirsch stated Metro-North has done a targeted study on opening and closing of windows and doors and tracking the results with the intent to minimize and target those kinds of injuries. She stated that Metro-North is targeting employees about the opening and closing of the doors and hopes to see a minimization as a result of that tracking.

Chairman Prendergast stated that as a result of the Spuyten Duyvil accident, the Federal Railroad Administration (“FRA”) issued Emergency Order 29 that requires all railroads to take certain actions.

Mr. Brown stated that the weather was indeed bad but requested to know what other issues were related to injuries. Ms. Kirsch responded that there were incidents with hand tools and the proper use of or lack of personal protective equipment during specific tasks that created injuries. She stated that Metro-North is looking to develop job hazard task analysis with LIRR to share information to ensure they can target concerns in specific areas. Ms. Kennedy stated that for Transit the injuries were purely weather related.

Mr. Prendergast stated the obvious fact was that we had two fatalities in Metro-North in the past year and we will discuss roadway worker safety later in the agenda.

Mr. Andrew Petrovich, of Bridges and Tunnels, stated that there was an increase through February in employee injuries largely due to slip, trip, and falls. He stated that Bridges and Tunnels are looking very closely at those numbers. He stated that Bridges and Tunnels continue with its safety stand-down every 60 days with a new message. He also noted that Bridges and Tunnels are performing safety task force inspections and including labor with in those inspections.

Mr. Prendergast stated that hazards are different for railroads because they have control of right of way and the employees in the right of way. He stated that B&T has limited control over drivers and the hazards are different and the challenges are in some cases more difficult than that of the railroad.

#### **4. EMERGENCY ORDER 29**

Ms. Ebbighausen stated both agencies have embarked on a number of initiatives to enhance safety as a result of incidents of last year.

##### a. Safety Stand-down and Health and Safety days

Ms. Ebbighausen stated that LIRR has its first quarterly safety stand-down on March 27<sup>th</sup> and will continue to have them once per quarter. She added that they had a safety health and wellness event at 2 locations. Ms. Ebbighausen described the event to include training employees on the use of proper equipment and general health and wellness. She added that the jobs at LIRR are physically demanding and this is an effort to help ensure employees are as fit as possible.

Ms. Kirsch stated that Metro-North had its second safety stand-down of the year. She stated that the first one was March 11<sup>th</sup> after the tragic fatality of an employee and the second stand- down was April 10<sup>th</sup>. She stated they discussed roadway worker protection and our enhanced employee protection system. Ms. Kirsch said there was good dialogue between management and employees and Metro-North will be tracking and responding to employee questions. She stated the health and wellness events included vendors bringing in new PPE and tools and equipment. Ms. Kirsch stated they engage employees and others to ask for opportunities for new tools and equipment. She stated Metro-North found this created a successful dialogue.

Ms. Ebbighausen said the next safety stand-down is scheduled for June of 2014.

##### b. Confidential Close Call Reporting System

Ms. Ebbighausen stated that LIRR had the initial overview and meetings in February and the next one is scheduled for May 12<sup>th</sup> where the Federal Railroad Administration (“FRA”) and LIRR labor partners will be back to continue the process.

Ms. Kirsch stated that Metro- North is still implementing the Confidential Close Call Reporting System. She said that Metro-North is working with the FRA and one labor organization to finalize the Memorandum of Understanding (“MOU”) and will work with the other labor organizations for waivers before finally implementing the program. She stated that she believes it will help create a shift in culture and develop a good strong working relationship with the labor organizations.

Board Member Page asked if there are problems with people’s health in the summer. Ms. Kirsch responded that Metro-North targets those issues ahead of the season. Ms. Ebbighausen also responded that LIRR makes sure the stock level of items such as sunscreen and water are available on a seasonal basis.

c. Alerters

Ms. Ebbighausen stated that the alerters for software and vendor verification for the fleet are on schedule and in process.

Ms. Kirsch stated that Metro-North is also on schedule and installation will begin in July of this year.

Chairman Prendergast asked for the expected completion date. Ms. Kirsch responded that it was the end of 2014. Mr. Prendergast reminded the Board that the agencies have some equipment that did not have alerters and that this program is addressing it.

d. Speed Compliance

Ms. Ebbighausen and Ms. Kirsch reported on their respective agency’s speed compliance for March.

e. Critical Curves and Tangent Track

Ms. Ebbighausen and Ms. Kirsch reported on their respective agency’s compliance with respect to speed enforcement on crucial curves and tangent track.

Mr. Ferrer asked what exactly the speed restrictions do and asked for an explanation of its impact on on-time performance. Ms. Kirsch stated there is impact on on-time performance when we implement safety enhancements because it enforces maximum authorized speed through critical curves. Ms. Kirsch stated that safety enhancements and, eventually PTC, causes a deceleration ahead of the anticipated speed restriction. Mr. Ferrer asked if PTC takes all human judgment out of it, making it automatic. Mr. Prendergast responded that the train is still operated manually but in the event the train is not following the proscribed speeds, PTC will take over for it.

Further details are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

## **5. ROADWAY WORKER PROTECTION PROGRAMS**

Ms. Kennedy began the Transit portion of the presentation on roadway worker protection program. Ms. Kirsch and Ms. Ebbighausen delivered the presentation for the railroads. Further details concerning the presentation are

contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Chairman Prendergast stated that while Transit is not subject to the same level of regulatory oversight as the railroads are with the FRA, he stated the Federal Transit Administration (“FTA”) is headed in that direction. He also stated that while early on in his career he thought the regulatory oversight was probably onerous he now believes the regulatory oversight provides additional benefits and that the FTA will have a bigger footprint than it has today. Mr. Prendergast stated that underlying all of this is the commitment of the organization and invited members to ask any questions they may have.

Board Member Page asked if the safety numbers included contractors. Ms. Kirsch and Ms. Ebbighausen answered affirmatively and Ms. Kirsch stated they are related to the FRA reporting requirements. Ms. Kennedy stated that Transit does not report on contractors. Mr. Prendergast asked that Ms. Kennedy look at reporting on consultants to have consistent agency wide reporting.

Board Member Brown asked Ms. Kirsch which labor organization she engaged in Confidential Close Call Reporting. Ms. Kirsch explained that Metro-North has briefed all the labor organizations and has engaged ACRE in the MOU negotiations because that was the model nationally. She also stated that Metro-North is committed to engaging all the labor organizations and if they wish to engage in an MOU and implement a program, Metro-North will do so. Board Member Brown responded that the labor organizations do wish to engage in an MOU. He also stated that almost the entire, “what is to be done” section was almost entirely on roadway worker safety and he suggested that Metro-North engage those workers who are in the majority. Board Member Brown stated that if there is a wake he attends it is usually a track workers’ wake. He stated it is important to work together and to engage everyone. He also stated occasionally managers are affected by this situation. Ms. Kirsch stated that Metro-North intends to engage everyone and engaged ACRE because it was the model.

Chairman Prendergast stated that both railroads are approaching Confidential Close Call Reporting differently but will eventually get to the same place. Mr. Prendergast stated that the idea is to have full coverage system wide and include all classes and crafts. He stated that the program is set up by the FRA and requires the organization to reach negotiated agreements with all labor organizations with respect to what is a waiver and what is not a waiver. He added that the concept models the aviation industry. Mr. Prendergast stated that the Confidential Close Call Reporting system should include a waiver if someone is to self-incriminate. He added that the trade-off is the organization gets additional information about a hazard it may not be aware of but it waives the right to discipline the individual who self-incriminates. Mr. Prendergast stated in the shop environment we should be headed in that direction. Ms. Kirsch responded that we are engaging the shop environment but up until now it has only been yards.

Board Member Brown stated that to the extent you engage one organization and then subsequently engage other organizations, the decisions become driven by the first organization. Mr. Brown stated that he knows running a train is a dangerous job. Mr. Brown stated to the extent you want your employees to buy into safety culture, you want everyone to buy in early on for all your safety decisions. Mr. Prendergast agreed.

## **6. ADJOURNMENT**

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 3:37.

# **NYCT / BUS REPORT**

## **OCTOBER 2014**

# Monthly Operations Report

Statistical results for the month of August 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: August 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.32	2.28	+1.6%	2.60	2.53	+2.8%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.31	2.32	-0.2%	2.62	2.53	+3.6%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	3	-33.3%
Subway Fires <sup>2</sup> (charts 5-6)	83	60	+38.3%	989	847	+16.8%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.55	3.02	-15.5%	2.66	2.74	-3.0%

Bus Collisions Per Million Miles (chart 7)						
<b>Regional</b>	48.85	49.88	-2.0%	49.21	48.54	+1.4%
NYCT Bus	50.18	52.84	-5.0%	50.17	49.84	+0.7%
MTA Bus	44.65	40.68	+9.8%	46.14	44.37	+4.0%
Bus Collision Injuries per Million Miles (chart 8)						
<b>Regional</b>	5.67	5.70	-0.5%	6.76	6.27	+7.8%
NYCT Bus	5.93	6.19	-4.3%	7.19	6.50	+10.7%
MTA Bus	4.85	4.16	+16.6%	5.38	5.55	-3.0%
Bus Customer Accidents Per Million Customers (chart 9)						
<b>Regional</b>	1.23	1.13	+9.1%	1.06	1.05	+1.3%
NYCT Bus	1.30	1.15	+12.5%	1.11	1.05	+6.0%
MTA Bus	0.90	1.01	-11.1%	0.77	1.02	-25.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
<b>Regional</b>	1.33	1.34	-0.4%	1.13	1.11	+0.9%
NYCT Bus	1.32	1.30	+1.1%	1.17	1.12	+5.1%
MTA Bus	1.39	1.51	-7.8%	0.86	1.10	-21.9%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.24	6.11	-30.6%	5.39	5.26	+2.5%
MTA Bus	5.64	5.73	-1.7%	6.79	7.04	-3.5%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	2.84	3.68	-22.8%	3.28	3.29	-0.3%

Subways Crime Report						
Performance Indicator	Current Month: September 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	182	239	-23.8%	1,601	1,888	-15.2%
Robberies <sup>3,4</sup>	31	49	-36.7%	313	465	-32.7%

SIR Crime Report						
Performance Indicator	Current Month: September 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	5	1	+400.0%	18	18	0.0%
Robberies <sup>3,4</sup>	4	0	+100.0%	12	7	+71.4%

<sup>1</sup> Current month data are for July 2014.

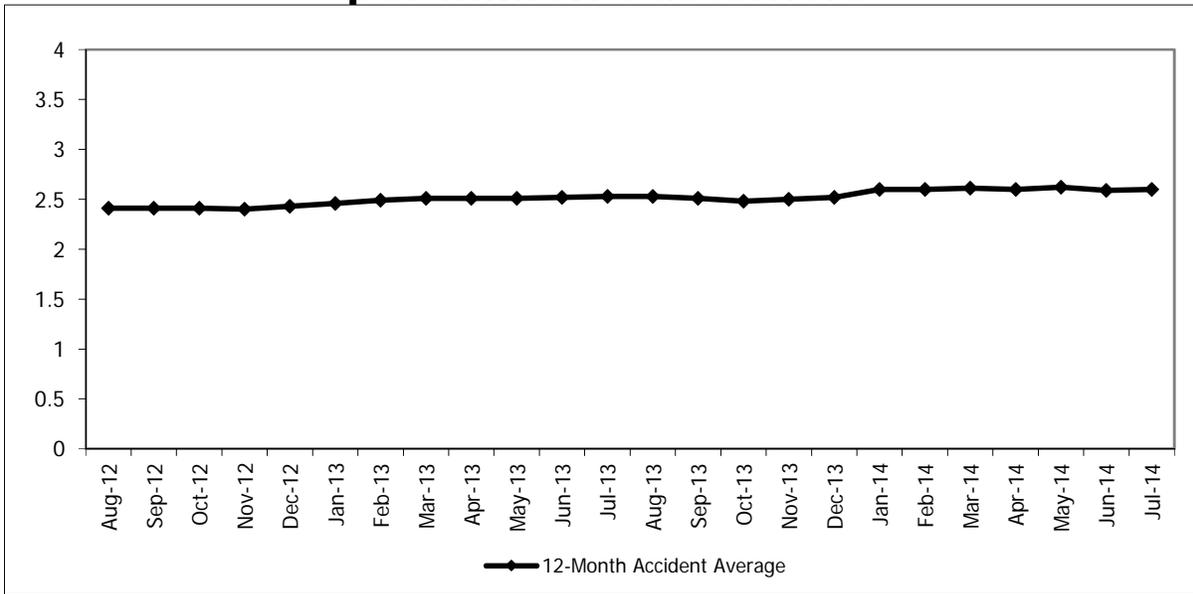
<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>5</sup> Excludes Elevator Entrapments (except for claimed injuries).

<sup>3</sup> The table shows year-to-date figures rather than 12-month averages.

<sup>4</sup> Current month data are for September 2014.

# Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

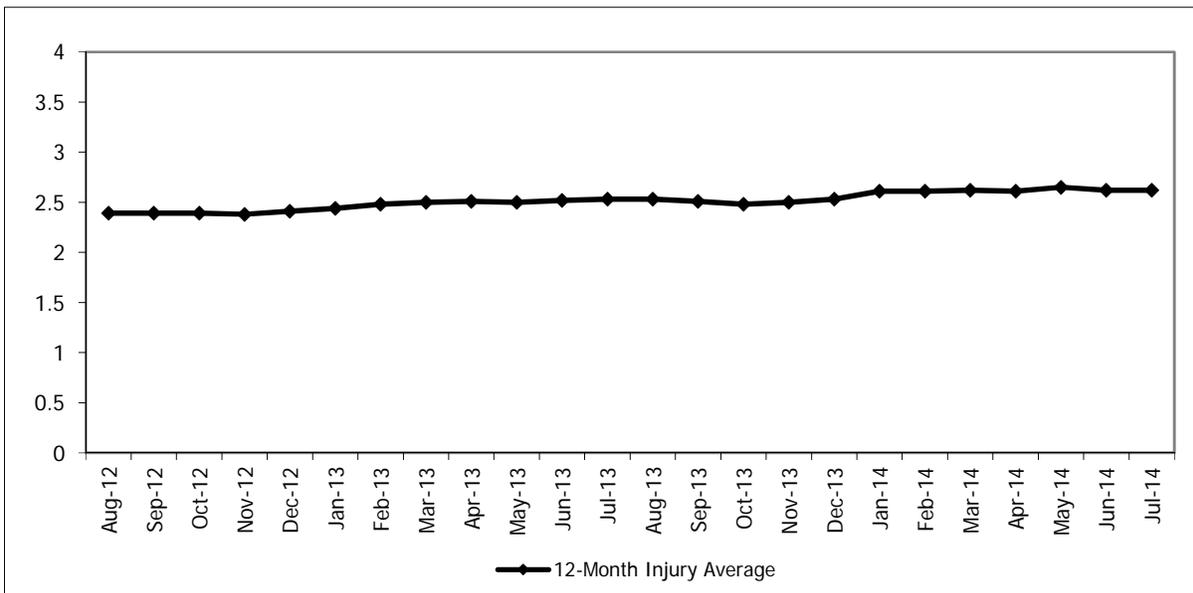
Jul 2014: 2.32  
Jul 2013: 2.28

### 12-Month Average

Aug 13 – Jul 14: 2.60  
Aug 12 – Jul 13: 2.53

### Annual Results

2014 YTD: 2.69  
2013 Actual: 2.52



### Monthly Results

Jul 2014: 2.31  
Jul 2013: 2.32

### 12-Month Average

Aug 13 – Jul 14: 2.62  
Aug 12 – Jul 13: 2.53

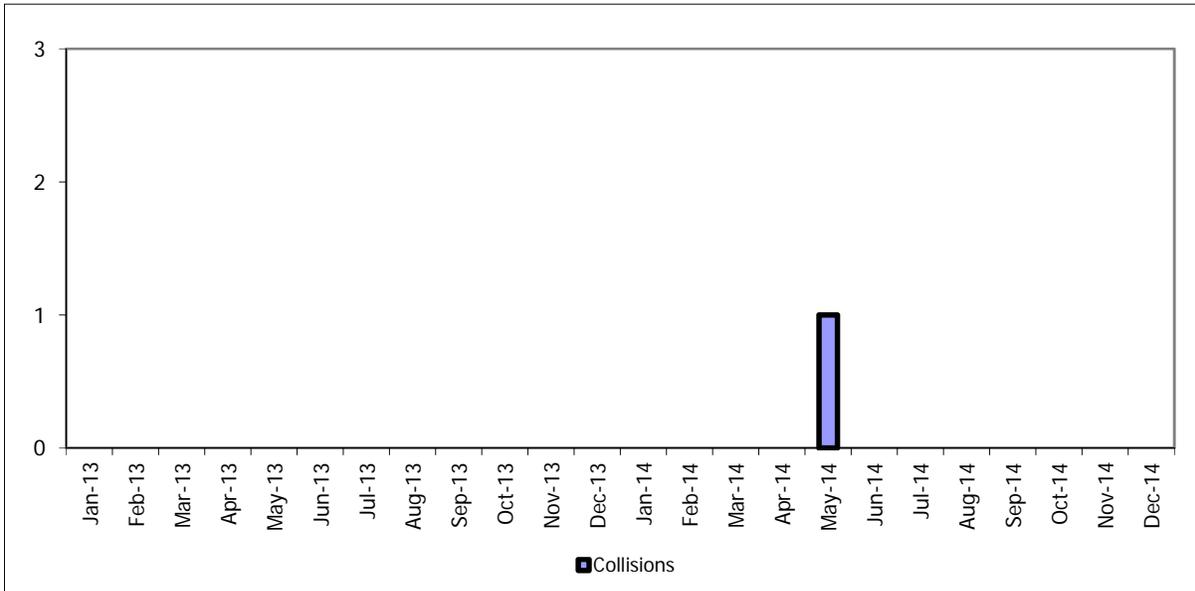
### Annual Results

2014 YTD: 2.72  
2013 Actual: 2.53

### Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

# Subway Collisions/Derailments



### Monthly Results

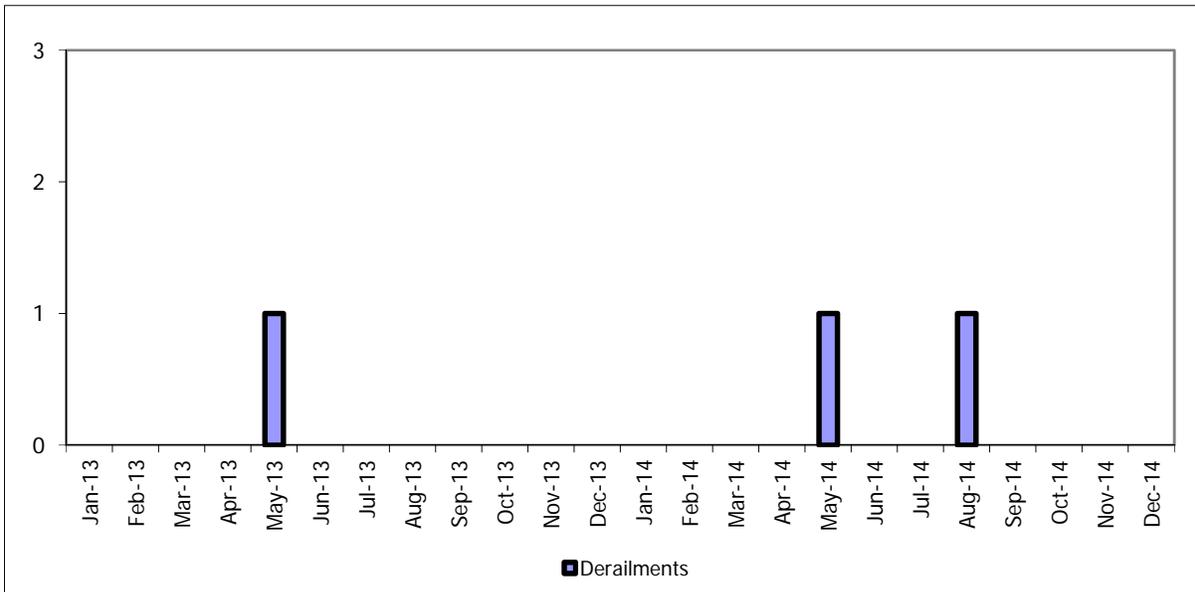
Sep 2014: 0  
Sep 2013: 0

### 12-Month Average

Oct 13 – Sep 14: 1  
Oct 12 – Sep 13: 0

### Annual Results

2014 YTD: 1  
2013 Actual: 0



### Monthly Results

Sep 2014: 0  
Sep 2013: 0

### 12-Month Average

Oct 13 – Sep 14: 2  
Oct 12 – Sep 13: 3

### Annual Results

2014 YTD: 2  
2013 Actual: 1

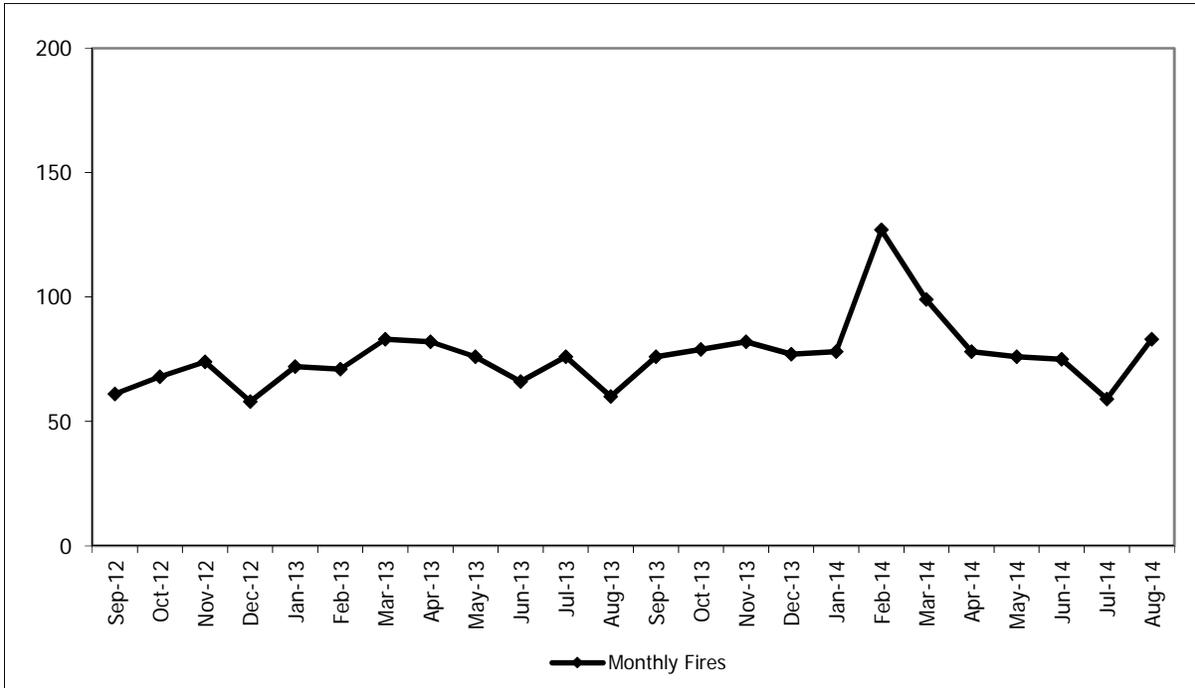
### Definitions

**Collision:** An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc. (5-29-14)

**Derailment:** An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (5-29-13, 5-2-14, 8-7-14)

**Charts 3-4**

# Subway Fires



### Monthly Results

Aug 2014: 83  
 Aug 2013: 60

### 12-Month Average

Sep 13 – Aug 14: 989  
 Sep 12 – Aug 13: 847

### Annual Results

2014 YTD: 676  
 2013 Actual: 900

Chart 5

# Subway Fires

Fire severity is classified as follows:

<b>Severity</b>	<b>Criteria</b>
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

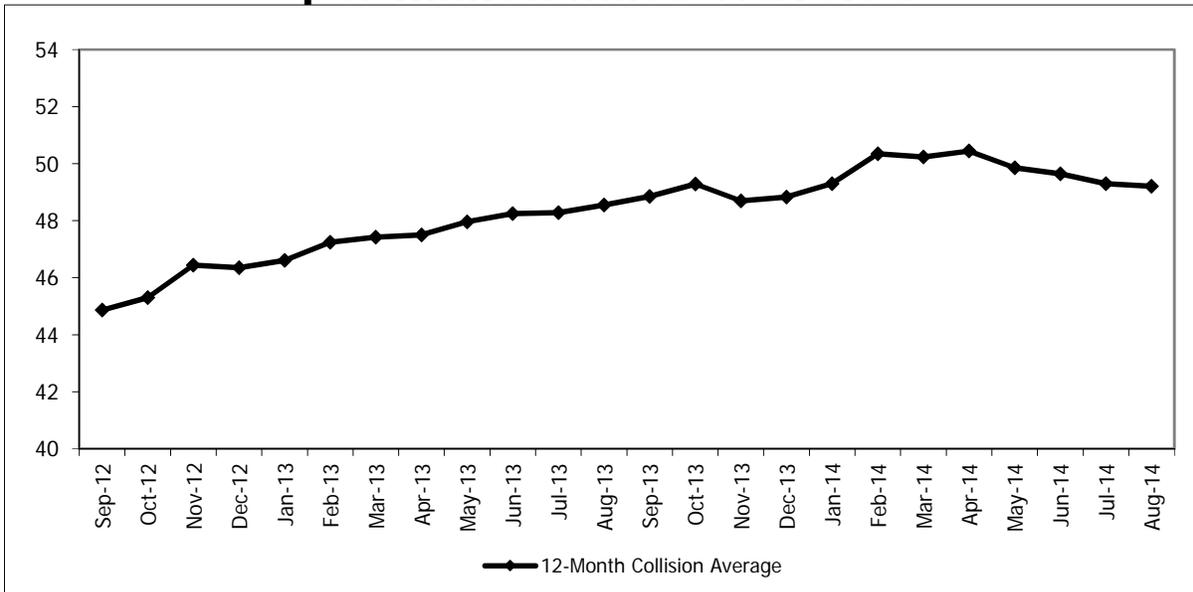
Low:	95.2%	Train:	9
Average:	4.8%	Right-of-way:	57
Above Average:	0.0%	Station:	15
High:	0.0%	Other:	2
		Total:	83

Top Items Burnt by Location during the current month were as follows:

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Hot Wheels:	2	Debris:	35	Debris:	10
Traction Motor:	1	Tie:	14	Electrical:	4
Blower Motor:	1	Insulator:	3	Bank of Lights:	1
Battery:	1	Bank of Lights:	2		
Contact Shoe:	1	Equipment:	1		

**Chart 6**

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

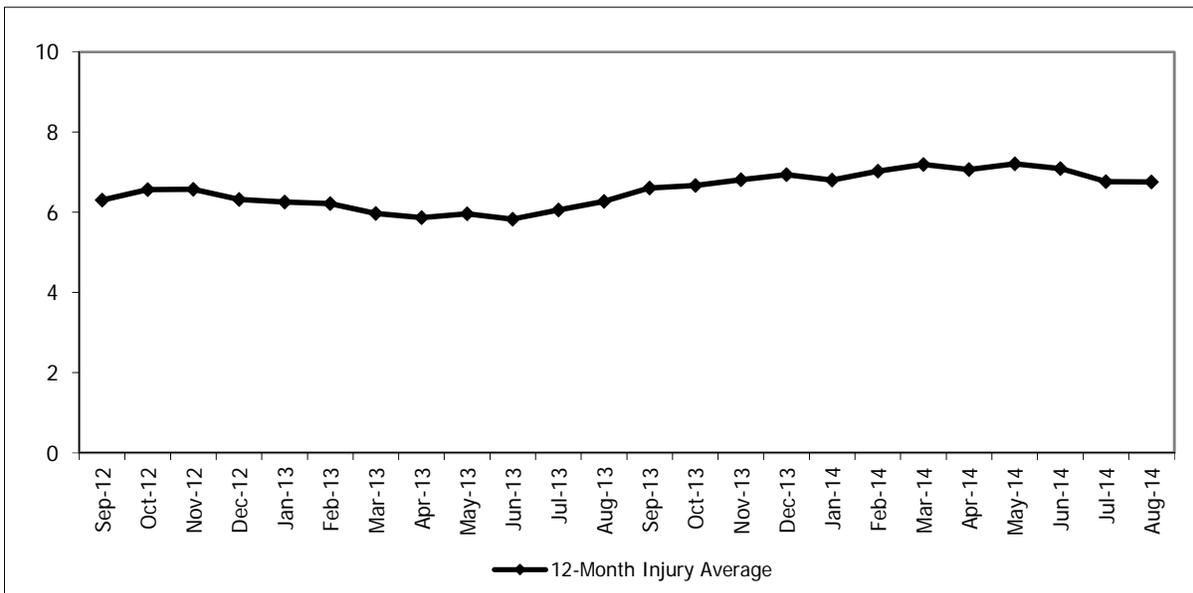
Aug 2014: 48.85  
Aug 2013: 49.88

### 12-Month Average

Sep 13 – Aug 14: 49.21  
Sep 12 – Aug 13: 48.54

### Annual Results

2014 YTD: 48.86  
2013 Actual: 48.83



### Monthly Results

Aug 2014: 5.67  
Aug 2013: 5.70

### 12-Month Average

Sep 13 – Aug 14: 6.76  
Sep 12 – Aug 13: 6.27

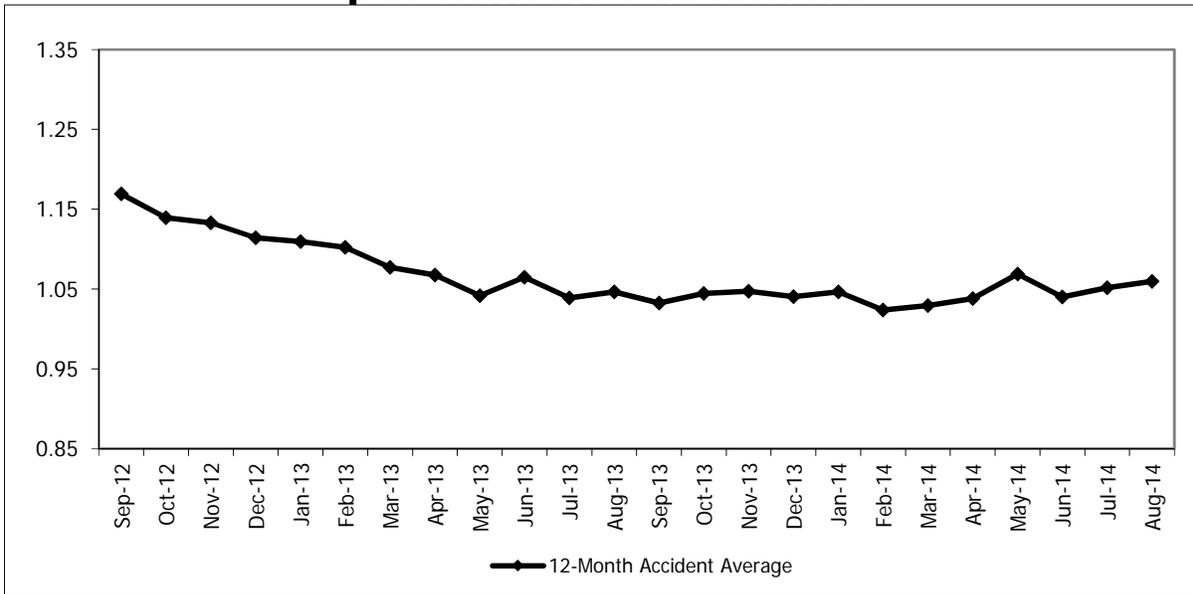
### Annual Results

2014 YTD: 5.77  
2013 Actual: 6.94

### Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

# Regional Bus Customer Accidents/Injuries per Million Customers



**Monthly Results**

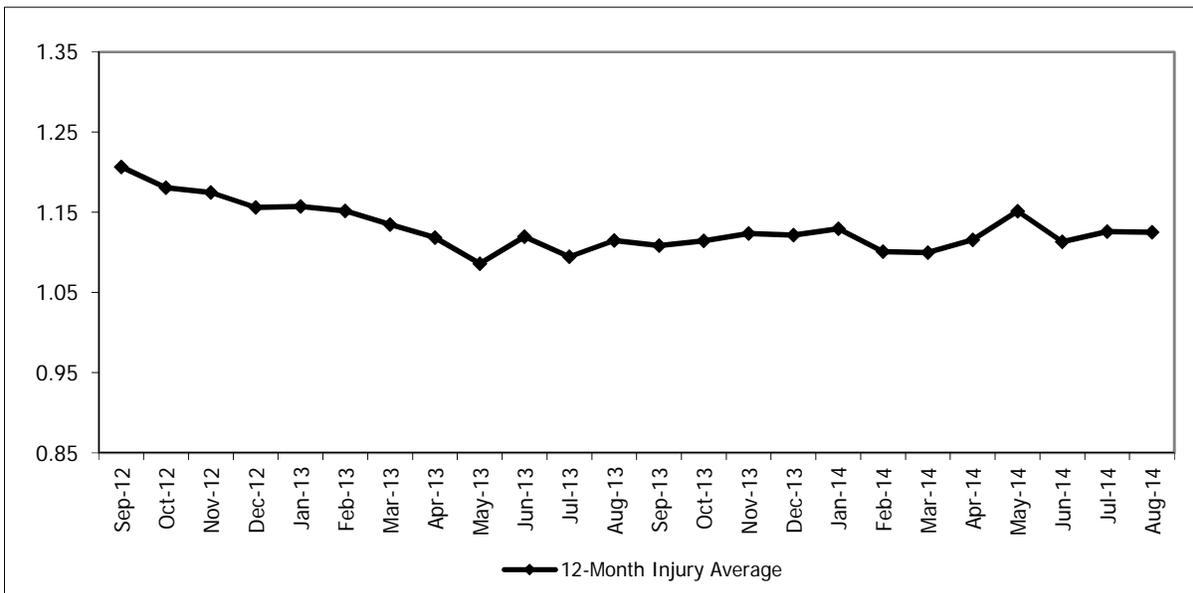
Aug 2014: 1.23  
Aug 2013: 1.13

**12-Month Average**

Sep 13 – Aug 14: 1.06  
Sep 12 – Aug 13: 1.05

**Annual Results**

2014 YTD: 1.07  
2013 Actual: 1.04



**Monthly Results**

Aug 2014: 1.33  
Aug 2013: 1.34

**12-Month Average**

Sep 13 – Aug 14: 1.13  
Sep 12 – Aug 13: 1.11

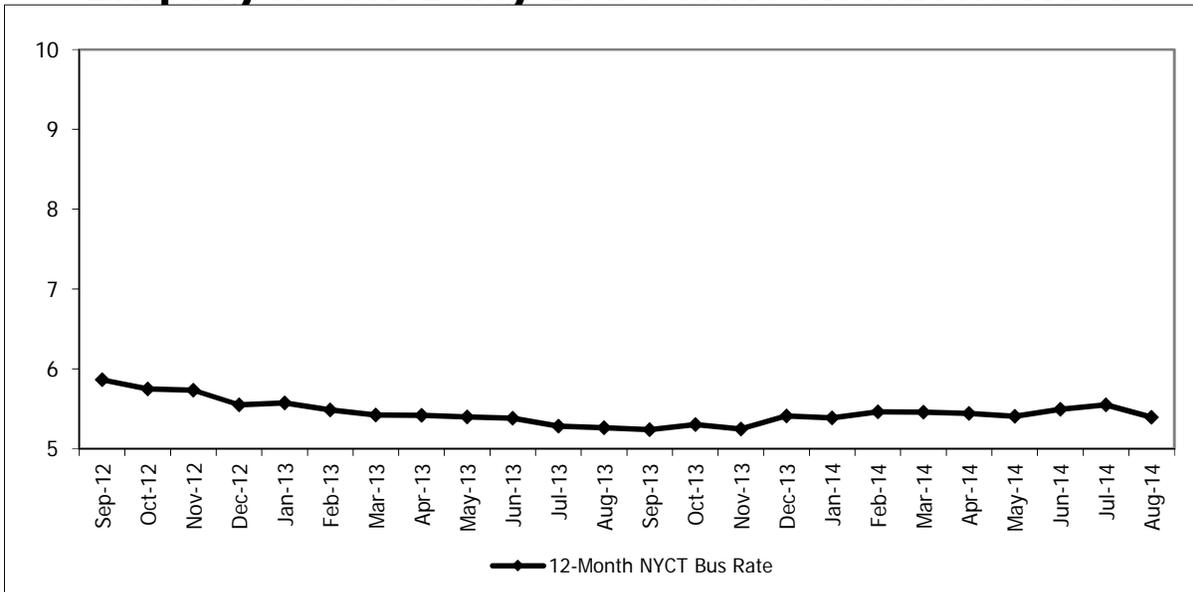
**Annual Results**

2014 YTD: 1.13  
2013 Actual: 1.12

**Definitions**

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

# NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



**Monthly Results**

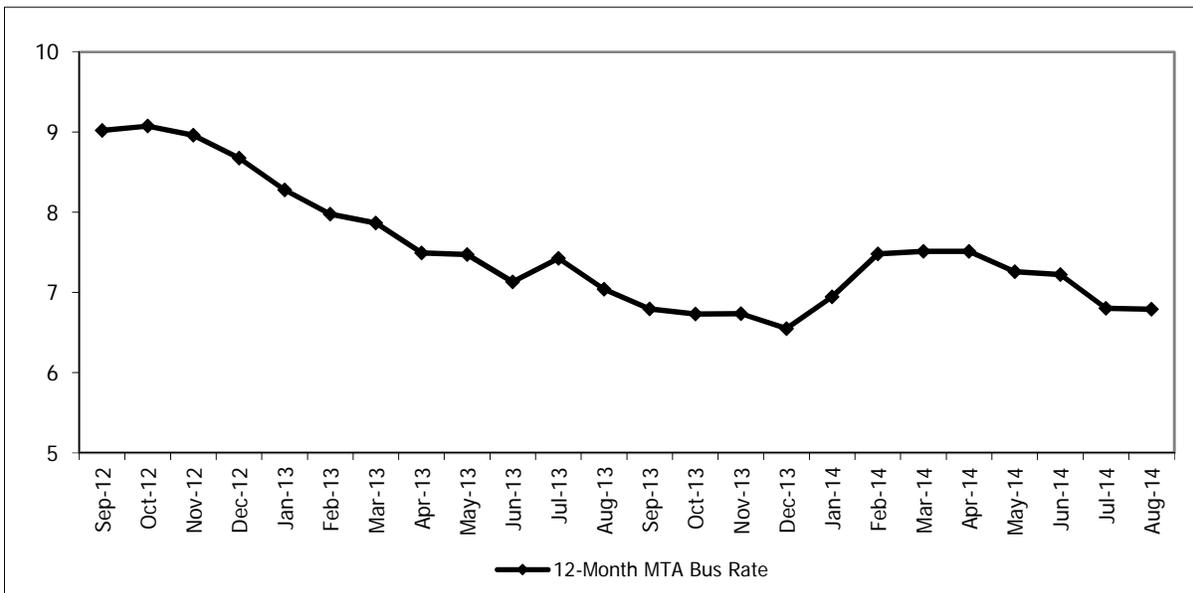
Aug 2014: 4.24  
Aug 2013: 6.11

**12-Month Average**

Sep 13 – Aug 14: 5.39  
Sep 12 – Aug 13: 5.26

**Annual Results**

2014 Goal: 5.06  
2013 Actual: 5.41



**Monthly Results**

Aug 2014: 5.64  
Aug 2013: 5.73

**12-Month Average**

Sep 13 – Aug 14: 6.79  
Sep 12 – Aug 13: 7.04

**Annual Results**

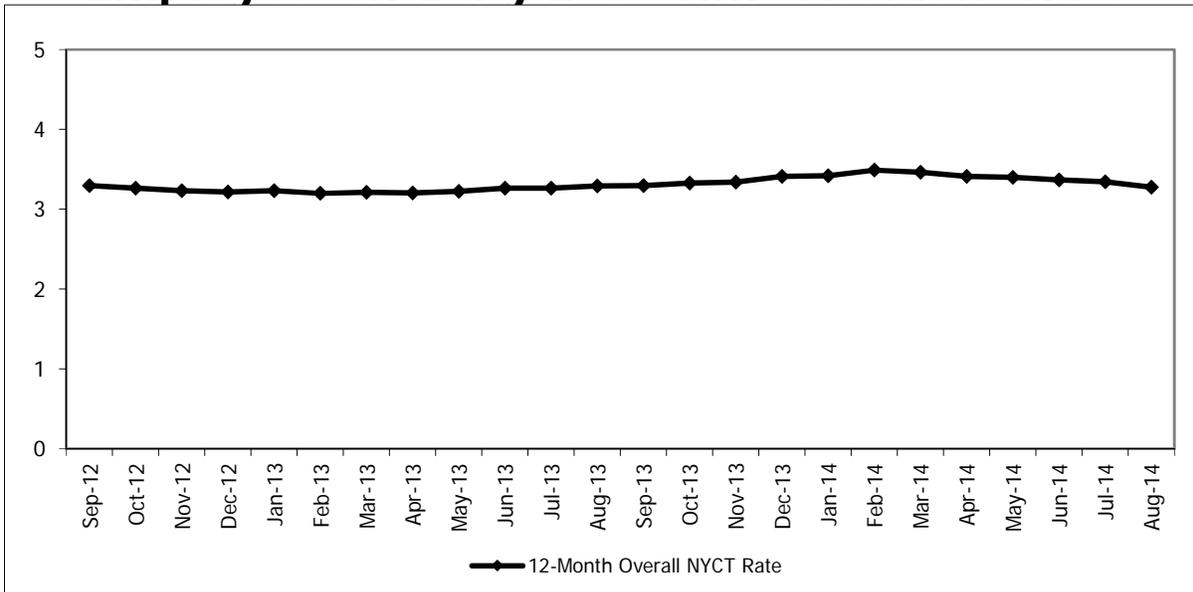
2014 Goal: 6.22  
2013 Actual: 6.55

**Definitions**

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

Chart 11

# NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



**Monthly Results**

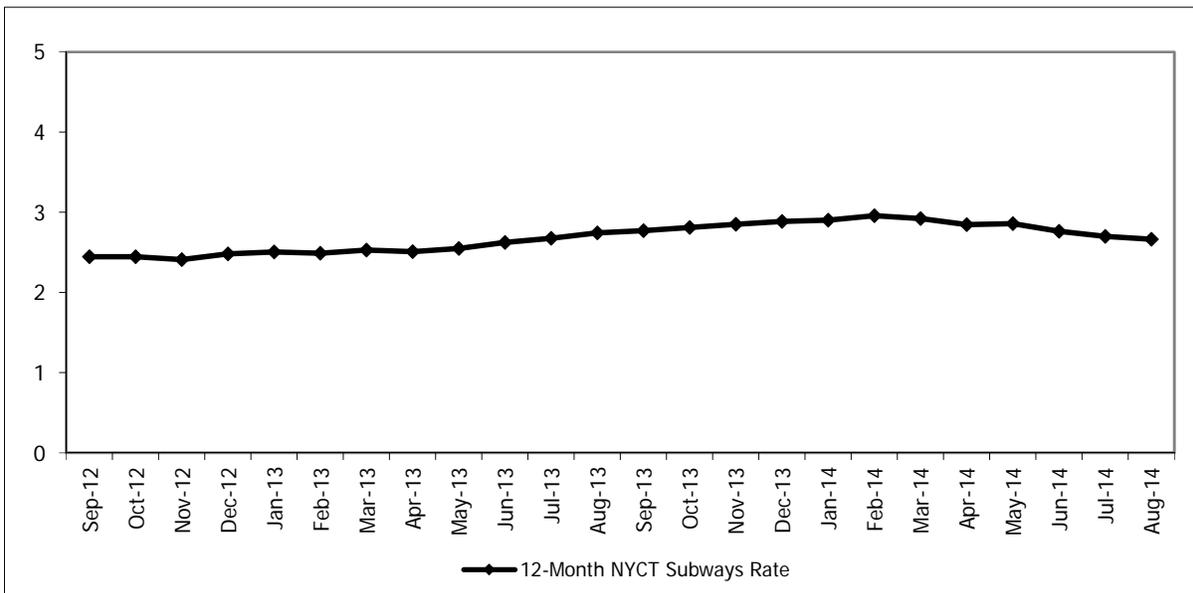
Aug 2014: 2.84  
Aug 2013: 3.68

**12-Month Average**

Sep 13 – Aug 14: 3.28  
Sep 12 – Aug 13: 3.29

**Annual Results**

2014 Goal: 3.20  
2013 Actual: 3.41



**Monthly Results**

Aug 2014: 2.55  
Aug 2013: 3.02

**12-Month Average**

Sep 13 – Aug 14: 2.66  
Sep 12 – Aug 13: 2.74

**Annual Results**

2014 Goal: 2.71  
2013 Actual: 2.89

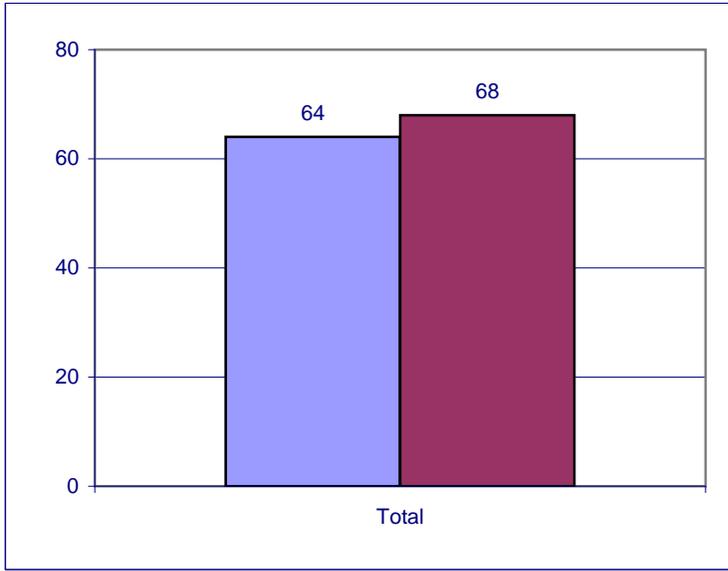
**Definitions**

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)

**Chart 12**

**MTA NEW YORK CITY TRANSIT**  
**Contractor Injuries (\*YTD September)**

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Contractor Injuries

Year*	Total
2013	64
2014	68
% Chg	6.3%

**Source: NYCT Capital Program Management**

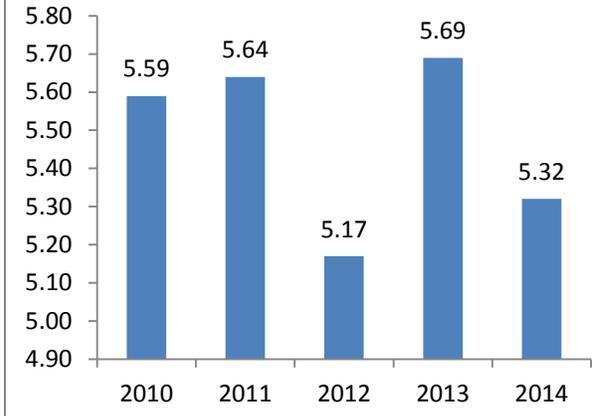
# **BRIDGES AND TUNNEL REPORT**

## **OCTOBER 2014**



# Bridges and Tunnels

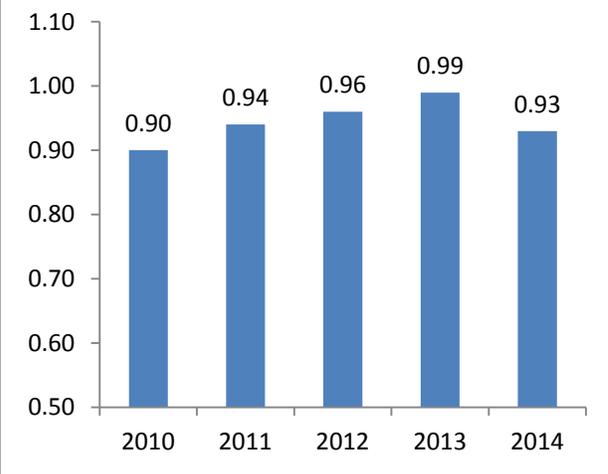
## 5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru August



### Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2010	1100	5.59
2011	1074	5.64
2012	1002	5.17
2013	1091	5.69
2014	1017	5.32

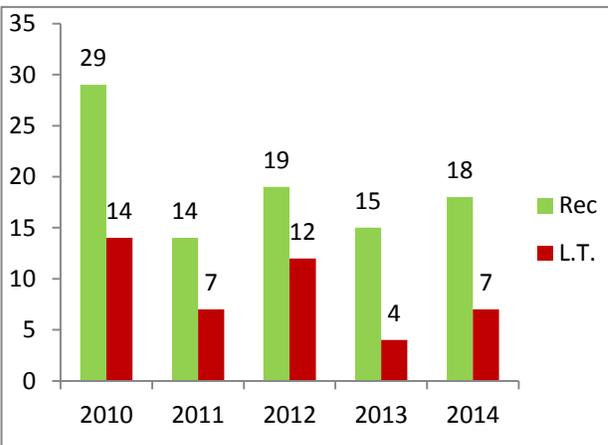
% change from last year: -6.5%  
5 year Average 5.48



### Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2010	177	0.90
2011	179	0.94
2012	186	0.96
2013	190	0.99
2014	178	0.93

% change from last year: -6.1%  
5 year Average 0.94



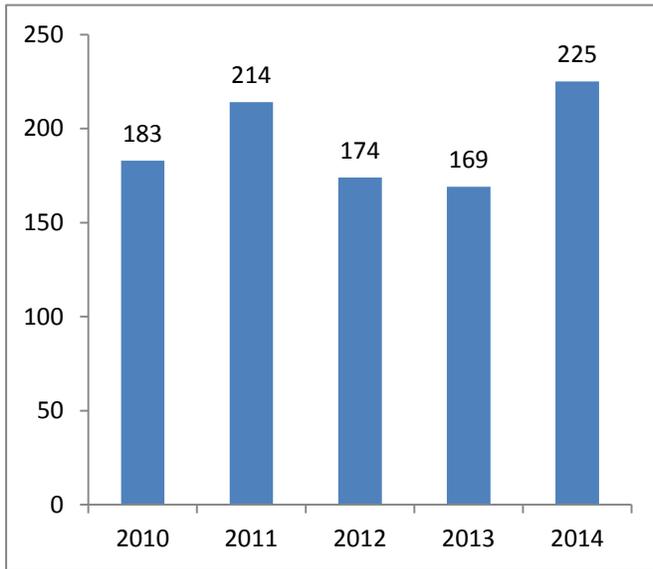
### Total Contractor Injuries

Year	Recordable Injuries	Lost Time Injuries
2010	29	14
2011	14	7
2012	19	12
2013	15	4
2014	18	7
% change from last yr	20.0%	75.0%



# Bridges and Tunnels

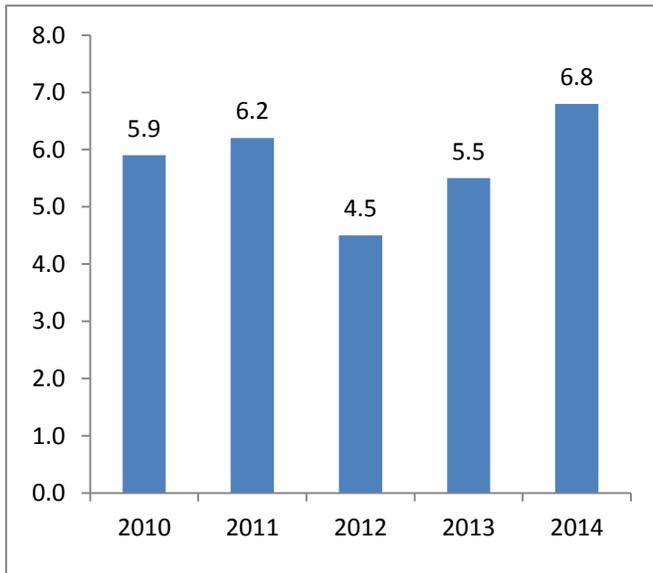
## 5 Yr Summary of Employee Accident Reports & Injuries thru August



Total Employee Accident Reports (C-2's)

Year	Total
2010	183
2011	214
2012	174
2013	169
2014	225

% change from last year: 33.1%  
 5 year Average 193



Employee Lost Time Injuries

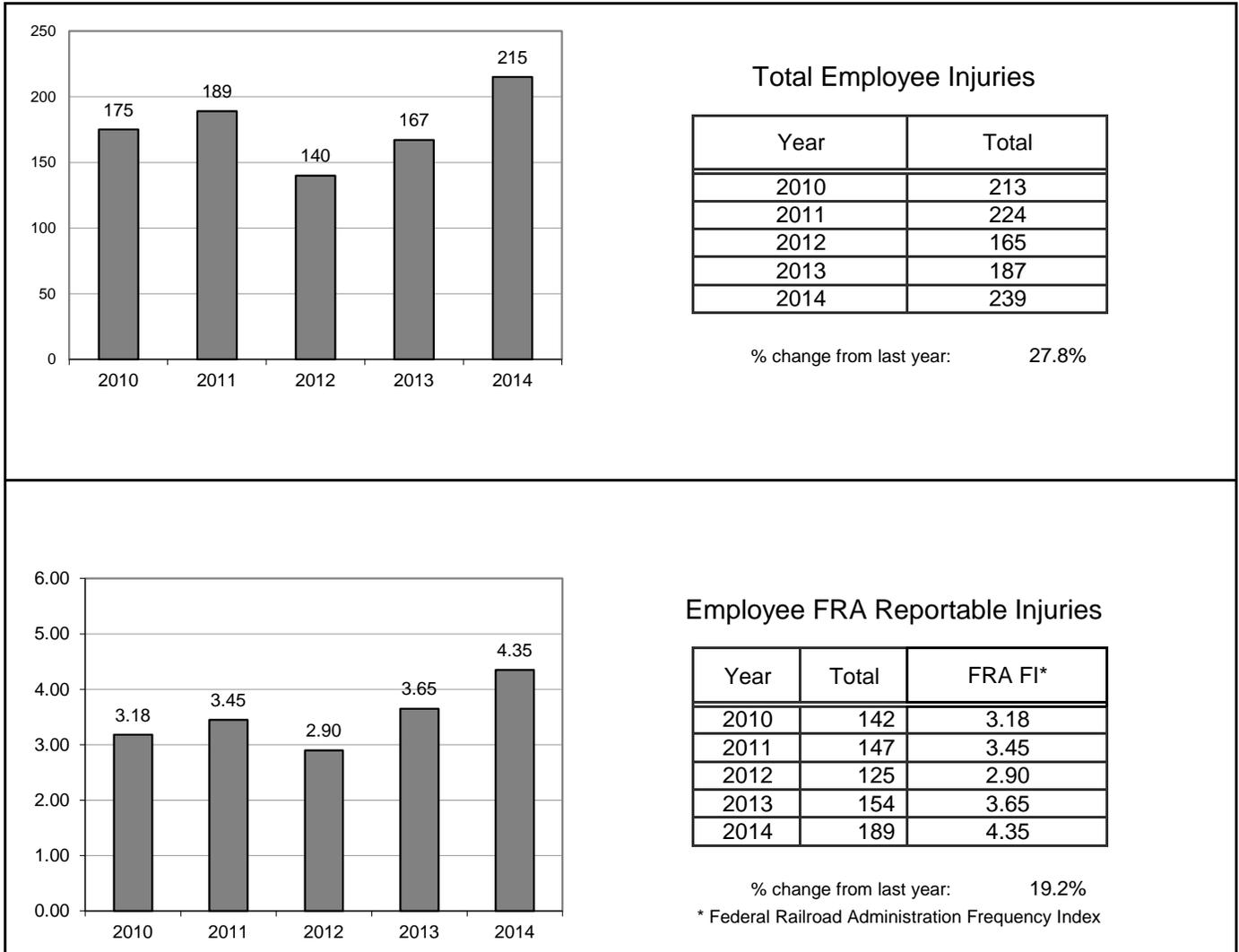
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2010	67	5.9
2011	67	6.2
2012	49	4.5
2013	55	5.5
2014	69	6.8

% change from last year: 23.6%  
 5 year Average 5.78

# **LONG ISLAND RAILROAD REPORT**

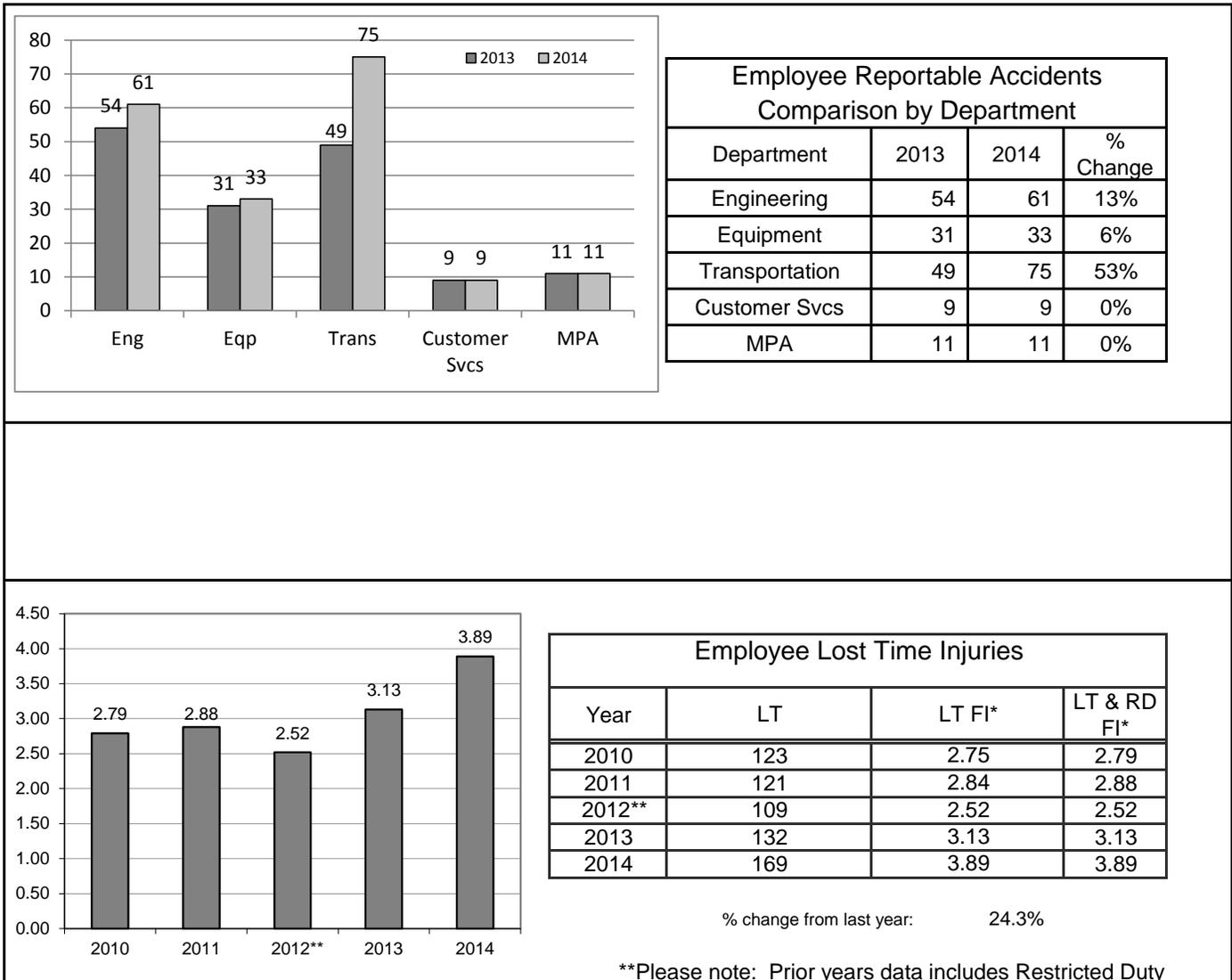
## **OCTOBER 2014**

## MTA Long Island Rail Road Summary of Employee Injuries through August 2014

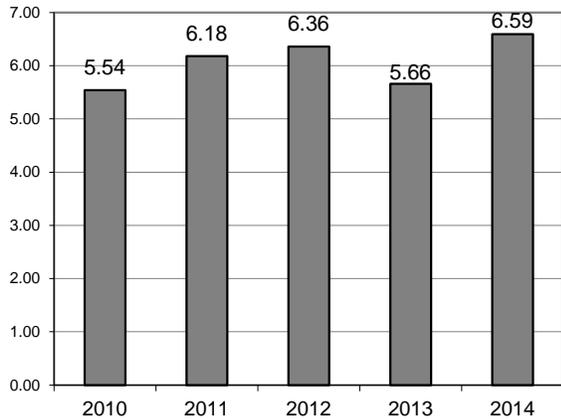


\* - Injuries per 200,000 hours worked

## MTA Long Island Rail Road Summary of Employee Injuries through August 2014



## MTA Long Island Rail Road Summary of Customer Injuries through August 2014

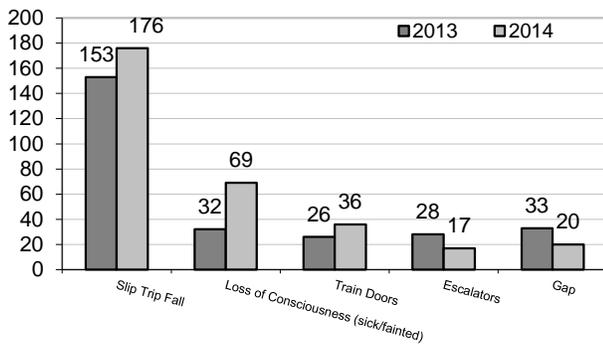


Total Customer Injuries

Year	Total	FI**
2010	301	5.54
2011	329	6.18
2012	356	6.36
2013	313	5.66
2014	373	6.59

% change from last year: 16.4%

\*\*Injuries per 1,000,000 rides

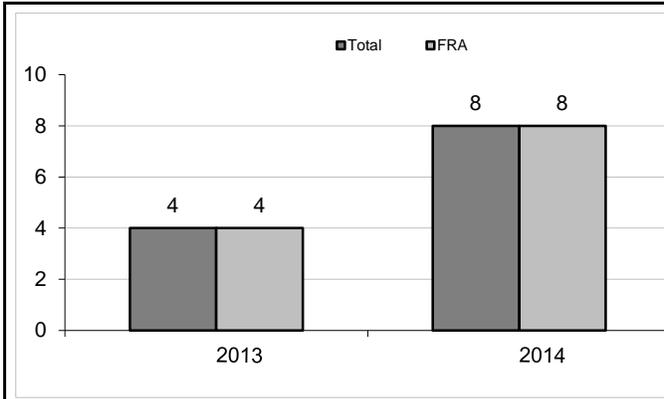


Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	153	32	26	28	33
2014	176	69	36	17	20

## MTA Long Island Rail Road

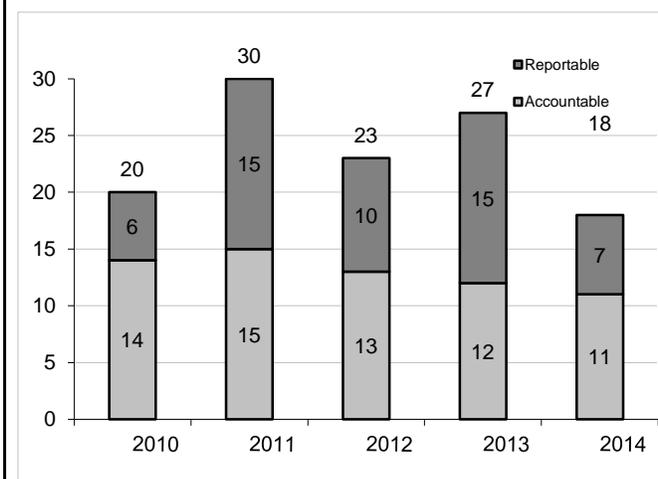
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through August 2014



#### Contractor Injuries

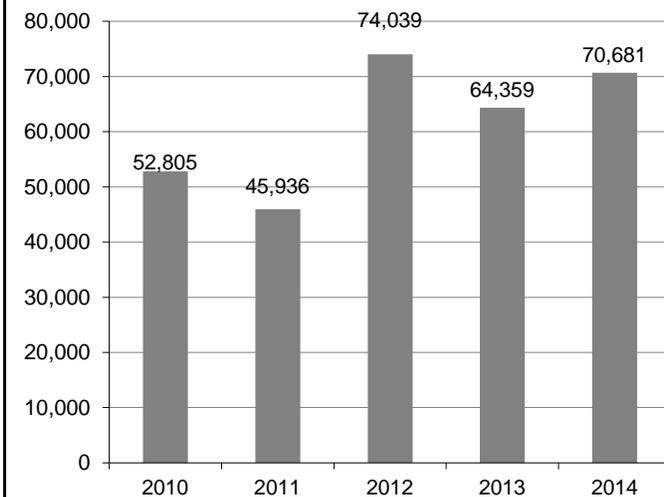
Year	Total	FRA Rpt.
2013	4	4
2014	8	8

% change from last year: 100.0%



#### Train Accidents

Year	Accountable	Reportable
2010	14	6
2011	15	15
2012	13	10
2013	12	15
2014	11	7



#### Community Education and Outreach (Including T.R.A.C.K.S.) 2010 - 2014 Year to Date January - August

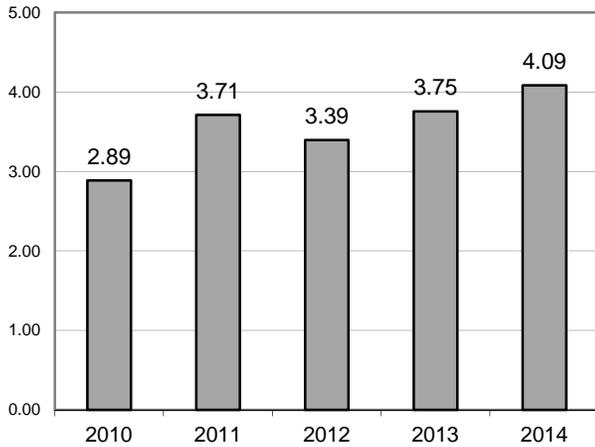
#### Total Participants

Year	Total
2010	52,805
2011	45,936
2012	74,039
2013	64,359
2014	70,681

# **METRO-NORTH RAILROAD REPORT**

## **OCTOBER 2014**

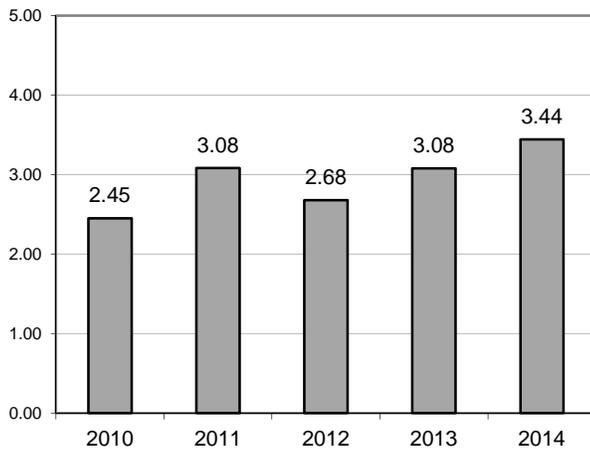
## MTA Metro-North Railroad Summary of Employee Injuries thru August



### Total Employee Injuries

Year	Total	Total FI*
2010	119	2.89
2011	154	3.71
2012	142	3.39
2013	161	3.75
2014	178	4.09

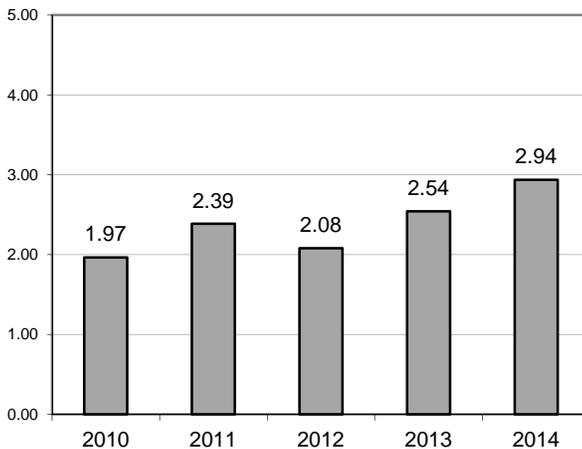
% change from last year: 8.8%  
2014 Total FI Goal 2.80



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	101	2.45
2011	128	3.08
2012	112	2.68
2013	132	3.08
2014	150	3.44

% change from last year: 11.8%  
2014 FRA FI Goal 2.35



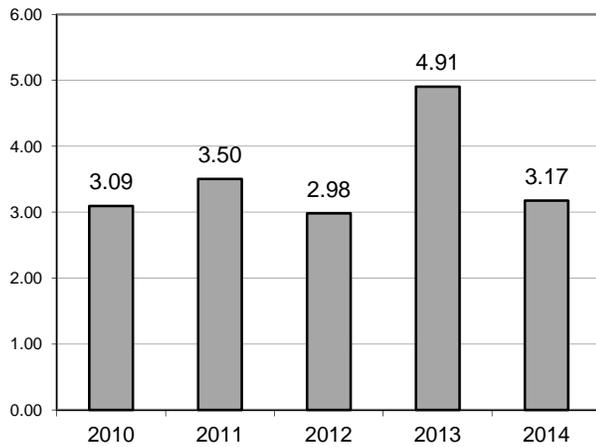
### Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	67	14	1.63	0.34	1.97
2011	76	23	1.83	0.55	2.39
2012	81	6	1.94	0.14	2.08
2013	103	6	2.40	0.14	2.54
2014	127	1	2.91	0.02	2.94

% change from last year: 15.6%  
2014 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked

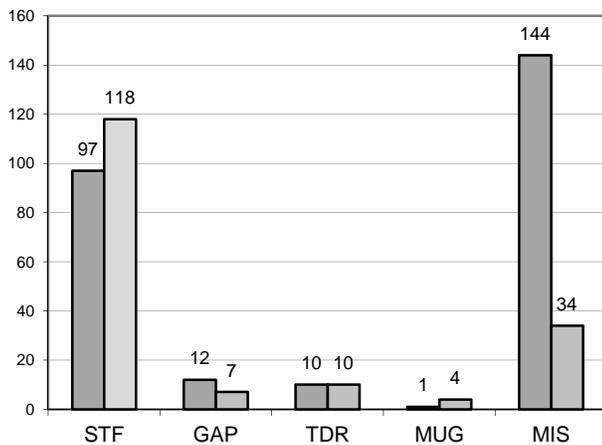
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru August



### Total Customer Injuries

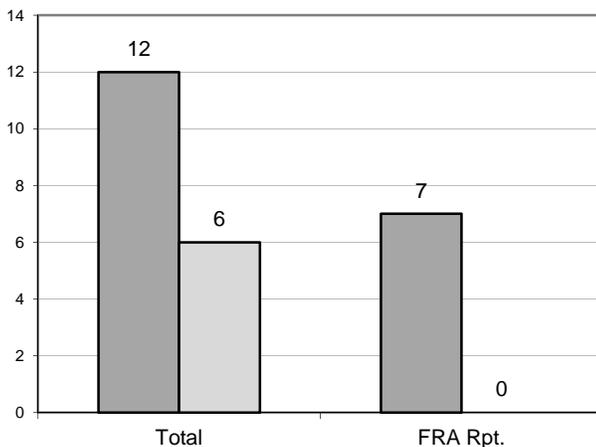
Year	Total	Total FI*
2010	161	3.09
2011	184	3.50
2012	164	2.98
2013	267	4.91
2014	173	3.17

% change from last year: -35.3%  
2014 Total FI Goal 2.70



### Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	97	12	10	1	144
2014	118	7	10	4	34



### Contractor Injuries

Year	Total	FRA Rpt.
2013	12	7
2014	6	0
% Chg	-50.0%	0.0%

\* - Injuries per 1,000,000 rides