



**Metropolitan Transportation Authority**

# **Safety Committee Meeting February 2016**

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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, Jr\*  
E. Watt\*  
N. Zuckerman\*

**Safety Committee Meeting**  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
Wednesday, 2/24/2016  
8:30 - 9:30 AM ET

**1. Public Comments**

**2. Approval of Minutes - January 27, 2016**

*Safety Committee Minutes - Page 3*

**3. 2016 Safety Committee Work Plan**

*Safety Committee Work Plan - Page 6*

**4. Effectiveness of Training (No Material)**

**5. Crossing Safety Assessments**

*CTC Staff Summary - Page 9*

**6. Safety Metrics**

*NYCT Safety Metrics - Page 11*

*LIRR Safety Metrics - Page 13*

*MNR Safety Metrics - Page 14*

*TBTA Safety Metrics - Page 15*

*MTACC Safety Safety Metrics - Page 16*

Date of next meeting: April 20th at 8:30 am

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

**Wednesday, February 22, 2016  
8:30 AM**

**The following members were present:**

**Hon. Fernando Ferrer, Vice Chairman  
Hon. Mitchell Pally  
Hon. Robert C. Bickford  
Hon. Neil Zuckerman  
Hon. Johnathan Ballan  
Hon. John Molloy  
Hon. Ira Greenberg  
Hon. Susan Metzger  
Hon. Norman Brown  
Hon. Vincent Tessitore  
Hon. Carl Wortendyke**

The following safety officers were present:

David Mayer  
Joseph Streany  
Cheryl Kennedy  
Loretta Ebbighausen  
Stephen Vidal  
James Foley  
Peter Kohner  
Justin Vonashek

Ronnie Hakim, President, New York City Transit (“NYCT”), Joseph J. Giuliatti, President, Metro-North Railroad (“MNR”), Patrick Nowakowski, President, Long Island Rail Road (“LIRR”), Donald Spero, Acting President, Triborough Bridge and Tunnel Authority (“TBTA”), and Michael Horodniceanu, President, MTA Capital Construction (“MTA-CC”), Darryl Irick, Executive Vice President MTA Bus/LI BUS also attended the meeting.

**Vice Chairman Fernando Ferrer called the meeting to order.**

**PUBLIC SPEAKERS**

There were no public speakers.

## **APPROVAL OF MINUTES – NOVEMBER 18, 2015**

Upon motion duly made and seconded, the minutes of the November 2015 Safety Committee were approved.

## **2015 COMMITTEE WORK PLAN**

Vice Chairman Ferrer asked Mr. Mayer if there were any changes to the work plan. Mr. Mayer stated that the only changes made to this year's work plan were to include Safety Management Systems (SMS) principles.

## **REPORT OF THE MTA CHIEF SAFETY OFFICER**

Mr. Mayer gave the Board an overview of some of the topics to be discussed in 2016 such as trespass prevention. Mr. Mayer stated that data from the agencies would be analyzed to ensure mitigation strategies will be effective.

Mr. Mayer stated another upcoming topic to be discussed is bus operator visibility. He stated that as projects are coordinated between New York City Transit, MTA Bus and Vision Zero information will be reported back to the committee.

The final upcoming item to be discussed is safety reporting. Mr. Mayer stated that the Confidential Reporting System (C3RS) is up and running at both of the railroads and the Safety Council hopes to provide employees with additional reporting opportunities.

Mr. Mayer then introduced Anne Kirsch, Senior Adviser of Corporate and Safety Initiatives, to present on hoverboards and their ban on MTA property. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Pally asked if the transport of new and unused hoverboards is also prohibited, and if so, how the MTA plans to relay that to the public. Ms. Kirsch confirmed that the transport of new hoverboards is prohibited and MTA plans to convey that information through media campaigns as well as through transit and rail personnel. Mr. Pally suggested working with retailers to convey the message as well.

Dr. Metzger suggested that the ad campaign state more clearly that not only is the use but also the transport of hoverboards is prohibited on all MTA properties.

## **SAFETY COMMITTEE CHARTER PROPOSED REVISION**

Mr. Mayer stated that the modifications made to the Safety Charter were to include Safety Management Systems („SMS“) and to appoint the Committee with the general oversight of SMS at the MTA.

Mr. Zuckerman was concerned that “SMS“ is an industry term and may not be clearly understandable to the Board and the public. He suggested that rather than replacing existing language with SMS principles, either SMS principles should be added to existing language or a definition of SMS should be included in the Charter. Mr. Mayer agreed and asked that the Committee move forward with the Charter with the condition that a definition of SMS will be added at a later date.

Upon motion duly made and seconded, the Board voted to refer the proposed Safety Committee Charter revision to the Governance Committee with the caveat that a definition of SMS would be added.

### **SMS FRAMEWORK AND SAFETY METRICS**

Mr. Mayer went on to present on SMS Framework and Safety Metrics. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker’s remarks.

Mr. Zuckerman asked that before metrics are presented at the next Safety Committee meeting, the Chief Safety Officers consider the fashion in which they are presented and how they are comparable across the agencies. Mr. Mayer agreed that standard metrics across the agencies makes sense when lagging indicators are reported but not so with leading indicators as different agencies pose different challenges.

Mr. Brown asked if an industry standard of metrics exists and if there are metrics within the industry to guide us. Mr. Mayer answered that one of the key components of SMS is not to standardize but for organizations to customize their own set of metrics. In respect to organizations within the industry to guide us, Mr. Mayer responded that with an organization as large as the MTA, smaller organizations look to MTA to guide them. Mr. Brown then asked if there are any regulatory requirements. Mr. Mayer answered at this time no regulations exist.

Mr. Pally asked if there are metrics to determine the effectiveness of employees that have gone through training/re-training versus those who have not. Mr. Mayer answered that measuring the “percent complete“ is a starting point and ultimately determining whether training is effective is the goal.

### **ADJOURNMENT**

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 9:20 am.

# 2016 Safety Committee Work Plan

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## 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

	<u>Responsibility</u>
<b><u>January 2016</u></b> Safety Policy – Committee Charter Proposed Revision SMS Framework & Safety Metrics	Committee Chair & Members MTA Chief Safety Officer
<b><u>February 2016</u></b> Effectiveness of Training Safety Metrics	Agency Safety Leads Agency Safety Leads
<b><u>April 2016</u></b> Safety Policy – Specific item TBD Safety Risk Management	MTA Chief Safety Officer Safety Staff
<b><u>July 2016</u></b> Safety Assurance – Review of Safety Performance Safety Promotion – Specific item TBD	Agency Safety Leads Safety Staff
<b><u>September 2016</u></b> Safety Promotion – Specific item TBD Safety Risk Management – Specific item TBD	MTA Chief Safety Officer Safety Staff
<b><u>December 2016</u></b> Safety Policy – Evaluation of Safety Committee Charter Safety Assurance – Review of Safety Performance	Committee Chair & Members Agency Safety Leads
<b><u>January 2017</u></b> Safety Policy – Approval of 2016 Work Plan Safety Risk Management – Specific item TBD	Committee Chair & Members Safety Staff

## Detailed Summary

### I. RECURRING AGENDA ITEMS

Approval of Minutes

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

#### Committee Work Plan

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

## **II. SPECIFIC AGENDA ITEMS**

Note: The SMS framework has four pillars: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. To facilitate general oversight of SMS activities at the MTA and its agencies, each agenda items will generally pertain to one of these pillars.

### **January 2016**

#### Safety Policy – Committee Charter Proposed Revision

The MTA Chief Safety Officer will discuss revising the Safety Committee charter to include specific reference to SMS and invite the Committee to vote to recommend that the Governance Committee make such a change.

#### SMS Framework & Safety Metrics

The MTA Chief Safety Officer will review SMS principles and the importance of leading indicators.

### **February 2016**

#### Effectiveness of Training

Follow-up discussion regarding the measures used to assess the effectiveness of training at the agencies.

#### Safety Metrics

A review of updated leading and lagging indicators consistent with the development and implementation of SMS at the MTA.

### **April 2016**

#### Safety Policy

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Policy SMS pillar.

#### Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

### **July 2016**

#### Safety Assurance – Review of Safety Performance

The committee will receive a briefing and discussion will be invited pertaining to the safety performance of the agencies. This relates to the Safety Assurance SMS pillar, and provides an opportunity for deeper exploration of “lagging” indicators of safety.

#### Safety Promotion

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Promotion SMS pillar.

#### **September 2016**

#### Safety Promotion

The committee will receive a briefing and/or an action item pertaining to a specific aspect of the Safety Promotion SMS pillar.

#### Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

#### **December 2016**

#### Safety Policy – Evaluation of Safety Committee Charter

The Safety Committee Charter specifies that the Committee Chair & Members will review the charter annually. This relates to the Safety Policy SMS pillar.

#### Safety Assurance – Review of Safety Performance

The committee will receive a briefing and discussion will be invited pertaining to the safety performance of the agencies. This relates to the Safety Assurance SMS pillar, and provides an opportunity for deeper exploration of “lagging” indicators of safety.

#### **January 2017**

#### Safety Policy – Approval of 2016 Work Plan

The committee will be presented with and discuss the 2016 work plan and asked to approve the same. As the work plan governs the activities of the committee, this pertains to the Safety Policy SMS pillar.

#### Safety Risk Management

The committee will receive a briefing and discussion will be invited pertaining to a specific aspect of the Safety Risk Management SMS pillar.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b>					
<b>Dept &amp; Dept Head Name:</b> Chief of Staff, Donna Evans					
<b>Division &amp; Division Head Name:</b> MTA Safety Management, Chief Safety Officer, David Mayer					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Finance	2/22/2016	X		
2	Board	2/24/2016	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Procurement <i>CEL</i>	4	Diversity and Civil Rights <i>MM</i>		
2	Chief Safety Officer <i>DM</i>	5	Legal <i>PS</i>		
3	Chief of Staff <i>DM</i>	6	CFO <i>TS</i>		

SUMMARY INFORMATION	
<b>Vendor Name:</b> CTC, Inc.	<b>Contract Number:</b> 15350-0100
<b>Description:</b> Engineering Assessment of MTA Railway-Highway Grade	
<b>Total Amount:</b> \$6,110,335	
<b>Contract Term (including Options, if any)</b> March 1, 2016 to February 28, 2019	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source:</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of a competitively negotiated, personal services contract to CTC, Inc. to provide an independent multidisciplinary engineering assessment of MTA railway-highway grade crossings for a period of three years from March 1, 2016 through February 28, 2019 for a not-to-exceed amount of \$6,110,335, which includes a contingency of \$555,485 for inspections and technical consulting, if required.

**II. DISCUSSION:**

The two MTA railroads have a total of 437 crossings, 334 of which are on the Long Island Rail Road (LIRR), and the remaining 103 are on Metro-North Railroad (MNR). Both railroads have very active internal crossing assessment and upgrade programs. These programs result in regular and recurring safety assessments of crossings as well as enhancement projects that are typically coordinated with cognizant roadway authorities.

On February 3, 2015, a Metro-North train collided with an SUV at the Commerce Street crossing in Valhalla, New York resulting in six fatalities. In May 2015 CTC, Inc. was engaged to assess five grade crossings in MNR territory (in both New York and Connecticut). The subsequent assessment and reports identified engineering and procedures improvements that would enhance safety at MTA railway-highway grade crossings. Due to the need to continue these critical safety assessments in a timely manner, the MTA recommended and the Board ratified a non-competitive, six-month, personal services contract with CTC to assess twenty (20) additional crossings. At that time, The Board was advised that, concurrently, a competitive RFP process for the remainder of the crossings would be conducted and presented to the Board for approval at a later date.

In order to continue these essential services a new competitive Request for Proposal (RFP) was issued. The RFP was publicly advertised, including an on-line ad on Progressive Railroading. Additionally, letters were sent to thirty-five (35) firms, including five (5) M/WBE Firms, advising them of the RFPs availability. Six (6) proposals were received. The firms were evaluated based on their relevant experience in appraising similar type projects, assigned personnel as well as cost. The Selection Committee, consisting of representatives from Metro-North Railroad, Long Island Rail Road and MTA evaluated all the proposals and

determined that CTC, Inc. is the most technically qualified to perform this work because of its experience, qualifications and knowledge of the industry and its ability to complete projects in a timely manner. MTA has conducted a responsibility review and other due diligence on CTC Inc. and has deemed it to be responsible for award.

As a result of negotiations CTC, Inc. initially proposed \$9,584 per assessment which was negotiated down to \$6,800 representing a savings of \$2,784 or 29% and is the same price CTC charged the MTA under the prior six-month agreement. Additionally, these rates are the same or less than the rates CTC charges for similar work in other States or the Federal Government. Based on the above, the not-to-exceed amount of \$6,110,335, which includes a contingency of \$555,485 for inspections and technical consulting, if required, is considered fair and reasonable.

**III. D/M/WBE INFORMATION**

MTA Department of Diversity and Civil Rights has assigned a 15% MBE and 15% WBE goals to this procurement. CTC Inc. has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

**IV IMPACT ON FUNDING:**

The total cost for this contract will not exceed \$6,110,335 for the 36-month period. Funding for this contract will be charged to MTA Safety Management.

**V. ALTERNATIVES:**

Do not Approve Award of the Contract. This is not practical. This contract will enhance the MTA's understanding of the causes and prevention of railroad crossing incidents, and it will further the interaction and cooperation of the MTA railroads with the roadway authorities that have responsibilities for pavement markings, highway signage, and traffic control devices at and near MTA crossings.

# Safety Report

Statistical results for the 12-Month period are shown below.

<b>Performance</b>			
<b>Performance Indicators</b>	<b>12-Month Average</b>		
	<b>Jan 2015 - Dec 2015</b>	<b>Jan 2014 - Dec 2014</b>	<b>% Change</b>
Subway Customer Accidents per Million Customers <sup>1</sup>	2.61	2.64	-1.1%
Subway Collisions <sup>2,3</sup>	0	1	-100.0%
Subway Derailments <sup>2,3</sup>	2	2	0.0%
Subway Fires <sup>2</sup>	1,049	949	+10.5%
<b>Bus Collisions Per Million Miles</b>			
<b>Regional</b>	52.89	49.33	+7.2%
<b>Bus Customer Accidents Per Million Customers</b>			
<b>Regional</b>	1.13	1.07	+5.8%
<b>Total NYCT and MTA Bus Lost Time Accidents per 100 Employees</b>			
	3.78	3.61	+4.7%

<sup>1</sup> 12-Month Average data from December 2014 through November 2015.

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

<sup>3</sup> Data from February 2015 through January 2016.

<b>Leading Indicators</b>				
<b>Subways</b>	<b>January</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	31	31	336	9.2%
Joint Track Safety Audits -- Compliance Rate	99.0%	99.0%	100.0%	99.0%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet) <sup>4</sup>	5,378	5,378	61,178	8.8%
<b>Station -- Emergency Communication</b>				
Help Point Installations	10	10	130	7.7%
<b>Buses</b>	<b>January</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot <sup>5</sup>	N/A	N/A	40	N/A
Collision Avoidance System Pilot <sup>6</sup>	N/A	N/A	20	N/A
Vision Zero Employee Training	488	488	6,000	8.1%

<sup>4</sup> Data through February 2nd.

<sup>5</sup> Proof-of-Concept completed on 4 buses in February as planned. Statement of Work and Requirements document in progress and 60% completed. Funding secured for Pilot program with initial production scheduled for 3rd quarter of this year.

<sup>6</sup> Proof-of-Concept is ongoing on 2 buses with algorithms being fine-tuned. Statement of Work and Requirements document in progress and 60% completed. Funding secured for Pilot program with initial production scheduled for 3rd quarter of this year.

## **Definitions:**

**Joint Track Safety Audits** are conducted by a joint team of personnel from the Office of System Safety and the Transport Workers Union. The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

**Continuous Welded Rail (CWR)** significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions.

**Help Point Installations** are designed to provide a visible communication device in passenger stations to enable customers to communicate with an NYCT employee. Help Points will be installed on subway platforms as well as in passenger station fare control areas. Customers can request information or report an emergency to trained NYCT personnel who will respond appropriately.

**Audible Pedestrian Warning System Pilot** technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

**Collision Avoidance System Pilot** provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. A 'Vehicle Detection Algorithm' recognizes motorized vehicles such as cars, motorcycles and trucks in day- and night-time conditions. Visual and audible alerts to bus operators are activated under the following customizable triggers: unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning.

**Vision Zero Training** provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years was implemented in April 2015 and will be completed by the end of March 2017.

# Safety Report

Statistical results for the 12-Month period are shown below.

## Performance

Performance Indicator	12-Month Average		
	January - December 2015	January - December 2014	% Change
FRA Reportable Customer Accident Rate per Million Customers	4.17	4.84	-13.8%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.62	3.76	-3.7%
Grade Crossing Incidents <sup>1</sup>	11	3	266.7%
Mainline FRA Reportable Train Derailments	0.00	1.00	-100.0%
Mainline FRA Reportable Train Collisions	1.00	0.00	+100.0%

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<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

## Leading Indicators

Employee: Focus on C3RS	2015			2016		
	December	Year to Date		Month	Year to Date	
Total Reports Received	90	90				
Total Reports Reviewed by PRT	64	64				
Total Reports that Meet C3RS Program Criteria	22	22				
Total Corrective Actions being Developed	4	4				
Total Corrective Actions Implemented	0	0				
Customer and Community: Focus on Grade Crossings	December	Year to Date		Month	Year to Date	
Broken Gates	138	138				
MTA Police Details	869	869				
Summons	1,214	1,214				
Warnings	600	600				
Community Education and Outreach	109,697	109,697				
					Goal	YTD as % of
Cameras on Rolling Stock						

### Definitions:

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership

**Broken Gates** - The number of events at grade crossing locations where a vehicle broke a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - The number of complete camera installations.

# Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	Jan 2014 - Dec 2014	Jan 2014 - Dec 2015	% Change
FRA Reportable Customer Accident Rate per Million Customers	1.05	1.50	-30.0%
FRA Reportable Employee Lost Time Injuries Rate per 200,000 worker hours	2.43	2.43	0.0%
Grade Crossing Incidents <sup>1</sup>	1	3	-66.7%
Mainline FRA Reportable Train Derailments	1	0	100.0%
Mainline FRA Reportable Train Collisions	0	0	0.0%

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators						
Employee: Focus on C3RS	2015			2016		
	Month	Year to Date		Month	Year to Date	
Total Reports Received		574				
Total Reports Reviewed by PRT		261				
Total Reports that Meet C3RS Program Criteria		212				
Total Corrective Actions being Developed		8				
Total Corrective Actions Implemented		4				
Customer and Community: Focus on Grade Crossings	December	Year to Date		Month	Year to Date	
Crossing Gates Broken		50				
MTA Police Details		1,569				
Summons		661				
Warnings		231				
Community Education and Outreach	Scheduled to Begin in June					
					<b>Goal</b>	<b>YTD as % of</b>
Cameras on Rolling Stock						

**Definitions:**

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership

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**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a to be named program, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - The number of complete camera installations.

# Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	Dec 2014 - Nov 2015	Dec 2013 - Nov 2014	% Change
Customer Collisions Rate per Bridge Customers	5.79	5.46	+6.0%
Customer Injury Collisions Rate per Bridge Customers	0.94	0.93	+1.1%
Employee Accident Reports Rate per 200,000 worker hours	280	349	-19.8%
Employee Lost Time Injuries Rate per 200,000 worker hours	4.7	7.00	-32.90
Construction Injuries	2.60	2.80	-7.1%

Leading Indicators				
Roadway Safety	2015		2016	
	Month	Year to Date	Month	Year to Date
Workforce Development		800		800
Fleet Preventative Maintenance Inspections		100		100
Safety Taskforce Audits		12		12
Construction Safety	Month	Year to Date	Month	Year to Date
H&S Work Plans Reviewed				100%
"Hot-Work" Permits Reviewed				100%
Fire Safety	Month	Year to Date	Month	Year to Date
Fire Code Audits Completed				12
FDNY Liaison Visits				13

**Definitions:**

**Workforce Development** provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, Block Training, FDNY instruction, Arc Flash and Electric Shock Prevention, Control of Hazardous Energy, Confined Space Entry, Wrecker Driver Instruction and Roadway Safety Rules).

**Fleet Preventative Maintenance Inspections** are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

**Safety Taskforce Audits** are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The Audit consists of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and make a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

**Safe Work Plans Reviewed** by the safety staffs to assure that the necessary components for a safe construction project are by specification integrated into the project. Plans feature safety organization, job hazard analysis, safe work plans for specific high risk activities and traditional safety programs for personal protective equipment, fire protection, industrial hygiene, safety training and auditing.

**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**FDNY Liaison Visits** are conducted as a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.

# Safety Operations Report

## For East Side Access - January 2016

<b>Performance</b>		
<b>Injury Rate</b>	<b>2015</b>	<b>2016 YTD</b>
Lost Time Injury Rate per 200,000 worker hours	0.81	
OSHA Recordable Injury Rate	2.09	

<b>Leading Indicators</b>				
<b>Leading Indicators - CM</b>	<b>Jan</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
Daily Safety Walkthrough			2510	
Quarterly Safety Audit			40	
JHAT Audit			240	
Bi Annual ACE Evaluation			20	
Safety Monthly Meeting			120	
<b>Leading Indicators - Contractor</b>	<b>Jan</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
Training			183	
Toolbox Talks			480	
Site Inspections			2510	
SWP Review/Audit			-	
New Employee Orientation			-	
Emergency Preparedness			20	

## For Second Avenue Subway - January 2016

<b>Performance</b>		
<b>Injury Rate</b>	<b>2015</b>	<b>2016 YTD</b>
Lost Time Injury Rate per 200,000 worker hours	0.87	
OSHA Recordable Injury Rate	1.89	

<b>Leading Indicators</b>				
<b>Performance Indicator - CM</b>	<b>Jan</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
Daily Safety Walkthrough			1255	
Quarterly Safety Audit			20	
JHAT Audit			120	
Bi Annual ACE Evaluation			10	
Safety Monthly Meeting			60	
<b>Leading Indicators - Contractors</b>	<b>Jan</b>	<b>YTD</b>	<b>Goal</b>	<b>YTD as % of Goal</b>
Training			158	
Toolbox Talks			240	
Site Inspections			1255	
SWP Review/Audit			-	
New Employee Orientation			-	
Emergency Preparedness			10	