



Metropolitan Transportation Authority

Safety Committee Meeting July 2017

Committee Members

J. Lhota, Chair

A. Albert

N. Brown

F. Ferrer

C. Moerdler

M. Pally

J. Samuelson

V. Tessitore, Jr.

J. Vitiello

P. Ward

N. Zuckerman

Safety Committee Meeting

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

Wednesday, 7/26/2017

8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes - April 26, 2017

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3. Safety Committee Work Plan

2017 Safety Committee Work Plan - Page 6

4. Safety Metrics

MNR Metric - Page 9

LIRR Metric - Page 10

NYCT Metric - Page 11

B & T Metric - Page 12

MTACC Metric - Page 13

5. Report of the Chief Safety Officer

6. Safety Promotion: Family Safety & Health Magazine (Presentation)

7. Safety Assurance: Review of Safety Performance (Presentation)

Date of next meeting: September 27th @ 8:30 am

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

**Thursday, April 26, 2017
8:30 AM**

The following members were present:

**Hon. Fernando Ferrer, Acting Chair
Hon. Mitchell Pally
Hon. Andrew Albert
Hon. Neal Zuckerman
Hon. Charles Moerdler
Hon. Vincent Tessitore
Hon. Peter Ward
Hon. Ira Greenberg
Hon. Susan Metzger
Hon. John Molloy
Hon. Norman Brown
Hon. James Vitiello**

The following safety officers were present:

David Mayer - MTAHQ
Cheryl Kennedy - NYCT
Loretta Ebbighausen - LIRR
Justin Vonashek – MNR
Anne Kirsch – MTAHQ
Peter Kohner - MTA-CC
Eric Osnes – B & T

Ronnie Hakim, Interim Executive Director, Metropolitan Transportation Authority, Joseph J. Giulietti, President, Metro-North Railroad (“MNR”), Patrick Nowakowski, President, Long Island Rail Road (“LIRR”), Tim Mulligan, Acting President, Bridges and Tunnels (“B&T”), Anthony D’Amico, Executive Vice President, MTA Capital Construction (“MTA-CC”), and Darryl Irick, Acting President, New York City Transit (“NYCT”) and Steven Vidal, Acting President, MTA Bus also attended the meeting.

Acting Chairman Ferrer called the meeting to order.

PUBLIC SPEAKERS

There was one public speaker, Murray Bodin. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of speaker’s remarks.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the February 23, 2017 Safety Committee were approved.

2017 COMMITTEE WORK PLAN

Acting Chair Ferrer asked Mr. Mayer if there were any changes to the work plan. Mr. Mayer stated there were no changes.

SAFETY METRICS

Mr. Mayer stated that the Metrics included in the Safety Committee book are the same Metrics reported in the Agency Committee books.

SAFETY RISK MANAGEMENT: LEVERAGING TECHNOLOGY TO IMPROVE SAFETY

Mr. Mayer then invited the Chief Safety Officers of each agency to report on Leveraging Technology to Improve Safety. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of speaker's remarks.

Mr. Zuckerman asked due to the rise in trespassers on the commuter railroads if the Track Intrusion Detection System could be applied to the commuter railroads as well as New York City Transit. Mr. Bienstock, Program Executive, NYCT System and Security, responded that the system could be useful for safety as well as security. Mr. Zuckerman suggested the Chief Safety Officers and Agency Presidents consider applying the technology at the railroads as well.

Mr. Pally asked how much advance notice train operators are given from the Track Intrusion Detection System when it detects something on the tracks. Mr. Bienstock responded that during the pilot program train operators were notified 300 feet before entering the station. Mr. Pally then asked what speed a train would be traveling prior to entering a station and if 300 feet is enough notice to stop. Mr. Bienstock answered that train speeds vary and confirmed that 300 feet is enough time to stop a train if necessary. Ms. Hakim asked the Chief Safety Officers of New York City Transit, Metro-North and Long Island Rail Road to assess feasibility on railroads and report the findings back to the Committee.

Mr. Albert asked since the Movex Stair Climber has weight restrictions, if it can it be used to move escalator equipment in stations. Ms. Kennedy answered that the Movex Stair Climber can support the weight but the shape of the equipment can be challenging.

Mr. Vitiello asked how MTA became aware of the Movex Stair Climber. Ms. Kennedy responded that they became aware of Movex through suggestions sought from vendors by sharing a video of the current method used to move heavy equipment in stations on the MTA website. Ms. Kennedy added that with the success of this purchase, MTA plans to use this method to procure other innovative technology in the future.

Mr. Vitiello suggested that MTA hold an open house for vendors and allow them to come in and present to Agency Heads innovative safety technology.

Mr. Albert asked how train engineers are notified of blocks on train tracks. Mr. Vonashek answered that train engineers are notified by operating bulletins and radio.

Mr. Greenberg asked Mr. Vonashek to confirm that the key safety component to the Enhanced Employee Protection Computer System are the codes used to block and unblock train tracks. Mr. Greenberg then asked if Long Island Rail Road (“LIRR”) uses the same system. Ms. Ebbighausen answered that LIRR does not but is exploring options using similar technology that works with the systems already in place.

Mr. Pally commended Mr. Osnes on the advancement in communications at Bridges and Tunnels but expressed that more needs to be done in the way of communicating traffic jams to motorists as far in advance as possible.

Mr. Moerdler suggested implementing existing technology that allows traffic information to appear on auto screens.

SAFETY POLICY: UPDATE ON SLEEP DISORDER SCREENING AND TREATMENT

Mr. Mayer then introduced Ms. Kirsch to update the Committee on Sleep Disorder Screening and Treatment. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of speaker’s remarks.

Mr. Moerdler asked what would happen if an employee underwent treatment for sleep apnea and the treatment was found to be unsuccessful. Ms. Kirsch answered that there are multiple treatment options available. Ms. Kirsch also added any time an employee is incapable of fulfilling their duties due to illness they are reassigned to another position.

ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 9:23 am.

2017 Safety 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

February 2017

	<u>Responsibility</u>
Safety Assurance – Review of Safety Performance	Agency Safety Leads
Safety Promotion – Specific item TBD	Safety Staff

April 2017

Safety Policy – Specific item TBD	MTA Chief Safety Officer
Safety Risk Management	Safety Staff

July 2017

Safety Assurance – Review of Safety Performance	Agency Safety Leads
Safety Promotion – Specific item TBD	Safety Staff

September 2017

Safety Promotion – Specific item TBD	MTA Chief Safety Officer
Safety Risk Management – Specific item TBD	Safety Staff

December 2017

Safety Policy – Evaluation of Safety Committee Charter	Committee Chair & Members
Safety Assurance – Review of Safety Performance	Agency Safety Leads

January 2018

Safety Policy – Approval of 2018 Work Plan	Committee Chair & Members
Safety Risk Management – Specific item TBD	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.

February 2017

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.

April 2017

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 2017

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 2017

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 2017

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 2018

Safety Policy – Approval of 2018 Work Plan

The committee will be presented with and discuss the 2018 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.

May 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	June 2014 -May 2015	June 2015 -May 2016	June 2016 -May 2017
FRA Reportable Customer Accident Rate per Million Customers	1.74	1.22	1.03
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.34	2.54	3.11
Grade Crossing Incidents ¹	1	3	1
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

¹ 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				
Safety Training	2016		2017	
	May	Year End	May	Year to Date
First Responders Trained	-	1,314	118	789
Employee Safety Training Courses	-	307	104	244
Employees Trained	-	6,161	796	4,157
Employee Safety Training Hours	-	268,469	11,862	100,196
Customer and Community: Focus on Grade Crossings	2016		2017	
	May	Year to Date	May	Year to Date
Broken Gates	5	25	0	13
MTA Police Details	155	698	91	665
Summons	40	212	49	296
Warnings	5	65	34	80
Community Education and Outreach	NA	NA	2,615	25,955
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	957	13	1.36%	
Passenger Compartment Cameras	1,088	14	1.29%	

Definitions:

- First Responders Trained** - The number of first responders trained by MNR's Emergency Management to assist in crisis events, such as train evacuation.
- Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.
- Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.
- Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.
- 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 individuals reached at a TRACKS event. Program began in May 2016.
- Cars Equipped with Cameras** - Number of complete inward/outward and passenger compartment camera installations on rolling stock. Installation began in August 2016.

May Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	June 2014-May 2015	June 2015-May 2016	June 2016 - May 2017
FRA Reportable Customer Accident Rate per Million Customers	4.46	3.73	2.99
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.71	3.19	3.19
Grade Crossing Incidents ¹	8	9	10
Mainline FRA Reportable Train Derailments	0	0	3
Mainline FRA Reportable Train Collisions	2	2	2

¹ 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				
Focus on Safety Training	2016		2017	
	Year End		May	Year to Date
First Responders Trained	1537		245	941
Employee Safety Training Courses	210		92	187
Employees Trained	6,013		1,297	4,339
Employee Safety Training Hours	223,736		24,311	111,503
Customer and Community:	May	Year to Date	May	Year to Date
Broken Gates	8	50	11	43
MTA Police Details	40	235	111	351
Summons	183	740	226	922
Warnings	73	404	128	452
Arrests	0	3	0	1
Community Education and Outreach	9,832	50,024	9,772	44,366
	Completed		Total	% Complete
Cameras on Rolling Stock	May - Installation complete on two M7 cars and one C3 for testing.		TBD	TBD

Definitions:

First Responders Trained - The number of first responders trained to assist in crisis events.

Employee Safety Training Courses - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

Employees Trained - The number of unique employees that attended one or more of these safety-related courses.

Monthly Operations Report

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

Safety Report			
Performance Indicators	12-Month Average		
	Jun 2014 - May 2015	Jun 2015 - May 2016	Jun 2016 - May 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.68	2.49	2.68
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	2	4
Subway Fires ²	1,033	918	974
Buses			
Bus Collisions Per Million Miles Regional	50.16	54.99	55.52
Bus Collision Injuries Per Million Miles Regional	6.33	6.36	6.21
Bus Customer Accidents Per Million Customers Regional	1.07	1.20	1.28
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.69	4.04	3.61

¹ 12-Month Average data from May through April.

² 12-month figures shown are totals rather than averages.

³ Data from July through June.

Leading Indicators				
Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	33	176	340	51.8%
Joint Track Safety Audits -- Compliance Rate	98.4%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	3,315	41,579	49,814	83.5%
Station -- Emergency Communication				
Help Point Installations*	6	35	79	44.3%
Buses				
Collision Prevention				
Audible Pedestrian Warning System Pilot	42	82	225	36.4%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	608	3,392	5,600	60.6%

* The goal has been revised from 92 to 79 stations due to construction work at 13 Stations (9 on the Sea Beach line, 3 Enhanced Station Initiative locations, and Cortlandt Street) that will not be ready to accept HP installations in 2017.

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	June 2014 - May 2015	June 2015 - May 2016	June 2016 - May 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.64	6.63	8.16
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.94	0.97	1.06
Employee Accident Reports	266	242	293
Employee Lost Time Injuries Rate per 200,000 worker hours	5.1	5.6	7.9
Construction Injuries per 200,000 worker hours	3.13	2.34	1.77

Leading Indicators				
Roadway Safety	2016		2017	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	150	740	73	224
Fleet Preventative Maintenance Insp.	120	1281	137	598
Safety Taskforce Inspections	1	13	0	4
Construction Safety	May	Year End	May	Year to Date
Construction Safety Inspections	369	4161	349	1551
Fire Safety	May	Year End	May	Year to Date
Fire Code Audits Completed	1	13	2	5
FDNY Liaison Visits	2	25	6	17

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, FDNY instruction, 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 Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes 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.

Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

Fire Code Audits are required by the NYS 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 on 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 - May 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.71	0.8
Recordable Injury Rate	1.98	1.67

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	250	1152	2380	48%
JHAT Audit	14	58	240	24%
Quarterly Safety Audit	0	7	40	18%
Bi Annual ACE Evaluation	0	0	20	0%
Safety Monthly Meeting	13	62	120	52%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	39	144	200	72%
Toolbox Talks	89	258	480	54%
Site Inspections	294	1263	2380	53%
SWP Review/Audit	33	197	-	
New Employee Orientation	120	806	-	
Emergency Preparedness	3	8	20	40%

For Second Avenue Subway - May 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.37	0.0
Recordable Injury Rate	2.14	0.0

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	85	757	1415	53%
JHAT Audit	1	16	120	13%
Quarterly Safety Audit	0	7	20	35%
Bi Annual ACE Evaluation	0	6	10	60%
Safety Monthly Meeting	5	25	60	42%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	2	37	158	23%
Toolbox Talks	19	108	240	45%
Site Inspections	161	1019	1415	72%
SWP Review/Audit	10	78	-	
New Employee Orientation	12	32	-	
Emergency Preparedness	0	0	10	0%

SAFETY OPERATIONS REPORT

For Cortlandt - May 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	1.3	1.1
Recordable Injury Rate	2.66	2.11

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	33	153	2380	6%
JHAT Audit	2	15	240	6%
Quarterly Safety Audit	0	3	40	8%
Bi Annual ACE Evaluation	0	1	20	5%
Safety Monthly Meeting	8	32	120	27%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	4	27	200	14%
Toolbox Talks	4	24	480	5%
Site Inspections	55	290	2380	12%
SWP Review/Audit	3	17	-	
New Employee Orientation	12	74	-	
Emergency Preparedness	0	1	20	5%

For No. 7 Line - May 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	1.43	0.0
Recordable Injury Rate	3.49	3.5

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	22	105	1415	7%
JHAT Audit	0	0	120	0%
Quarterly Safety Audit	1	3	20	15%
Bi Annual ACE Evaluation	0	1	10	10%
Safety Monthly Meeting	1	5	60	8%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	2	10	158	6%
Toolbox Talks	4	20	240	8%
Site Inspections	60	275	1415	19%
SWP Review/Audit	0	0	-	
New Employee Orientation	12	51	-	
Emergency Preparedness	0	0	10	0%