



Metropolitan Transportation Authority

Safety Committee Meeting December 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, 12/13/2017
8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes - September 27, 2017

Safety Committee Minutes - Page 3

3. DRAFT 2018 Safety Committee Work Plan

2018 Draft Safety Committee Work Plan - Page 6

4. Review of Safety Committee Charter

Safety Committee Charter - Page 9

5. Safety Metrics

MTACC Safety Metrics - ESA and SAS - Page 12

MTACC Safety Metric - Cortlandt and No 7 Line - Page 13

MNR Safety Metrics - Page 14

LIRR Safety Metrics - Page 15

NYCT Safety Metrics - Page 16

B & T Safety Metrics - Page 17

6. Safety Assurance: Railroad Emergency Preparedness

Deep Station Egress (Presentation)

Grade Crossing Safety (Presentation)

Obstructive Sleep Apnea Program Update (Presentation)

Date of next meeting: January 24th @8:30 am

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

**Thursday, September 27, 2017
8:30 AM**

The following members were present:

**Hon. Joseph Lhota, Chair
Hon. Fernando Ferrer, Vice Chair
Hon. Mitchell Pally
Hon. Andrew Albert
Hon. Neal Zuckerman
Hon. Charles Moerdler
Hon. Vincent Tessitore
Hon. Susan Metzger
Hon. John Molloy
Hon. Norman Brown
Hon. James Vitiello**

The following safety officers were present:

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

Ronnie Hakim, Managing Director, Metropolitan Transportation Authority, Patrick Nowakowski, President, Long Island Rail Road (“LIRR”), Catherine Rinaldi, Acting President Metro-North Railroad, Cedrick Fulton, President, Bridges and Tunnels (“B&T”), Darryl Irick, Acting President, New York City Transit (“NYCT”) and Steven Vidal, Acting President, MTA Bus also attended the meeting.

Chairman Lhota called the meeting to order.

PUBLIC SPEAKERS

There were no public speakers.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the July 26, 2017 Safety Committee were approved. Mr. Albert asked that the word “rail” be added to a statement made at the July meeting.

2017 COMMITTEE WORK PLAN

Chair Lhota 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 PROMOTION: RECENT AGENCY ACTIVITIES

Mr. Mayer introduced the Chief Safety Officers from each agency to report on recent agency activities. 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 noted that the increase in the vehicular collisions on Bridges and Tunnels over the last 2 years was worrisome, however, he thanked and congratulated the staff of Bridges and Tunnels on their most recent mitigation efforts to bring collision trends down.

Mr. Albert asked what determines when gates are lowered as trains approach a grade crossing. Ms. Ebbighausen answered the speed of the train activates crossing protection. She also stated there are federal requirements that determine the amount of time between the audible warning and when gates are deployed. Mr. Albert then asked if speed was a determining factor. Mr. Vonashek confirmed the faster a train is traveling the earlier the gates would come down.

Mr. Zuckerman noted large disparities between MNR and LIRR customer injury rate statistics and asked if it were possible for statistics between the two rails to be relatively equivalent. Ms. Ebbighausen answered that each of the agencies have their own unique operating characteristics and challenges, but share best practices that can be used where applicable.

Mr. Greenberg asked what specific challenges LIRR faces that causes the large discrepancy in accident rates between LIRR and MNR. Ms. Ebbighausen responded that the majority of accidents for both passengers and employees continues to be slips, trips, and falls in Penn Station, largely due to the number of riders that use the station.

Mr. Pally speculated that the delay in disseminating track information contributes to the number of accidents at Penn Station. He also suggested signage directing passengers to the waiting area at the West End Concourse to alleviate congestion and therefore accidents in the main concourse.

Mr. Moerdler suggested that clear exit signs with backup power be posted in the event of an emergency so passengers would be able to exit quickly and safely. Mr. Vonashek stated MNR

uses illuminated exits signs in Grand Central Terminal and in MNR railcars, and that the railroad has been promoting emergency preparedness through paper distributions and social media.

Mr. Vitiello asked if MNR track markers could be posted every tenth of a mile rather than every mile to facilitate emergency access. Mr. Vonashek responded he would look into it.

SAFETY RISK MANAGEMENT

Mr. Mayer then reported to the Board that the National Transportation Safety Board (“NTSB”) concluded the onsite portion of its investigation of a bus collision that took place on September 18. Mr. Mayer noted that the NTSB appreciated the cooperation of NYCT and the MTA during the investigation.

Mr. Mayer then updated the Board on the actions taken since the NTSB issued their report on the Valhalla investigation. Both railroads participated in writing a statement of work that was used to issue a request for proposals to the pre-competes engineering firms on the General Engineering Consulting contract. The statement of work calls for the vendors to conduct and document a risk assessment that is responsive to the NTSB recommendation. Tasks will include an international survey and analysis of the design and roadway accident experience of rail properties with third rail systems near roadways on an expedited basis.

Regarding sleep apnea, Mr. Mayer stated that through Friday, September 15, 2017, almost 8,000 obstructive sleep apnea (“OSA”) risk assessments have been conducted and doctors have referred approximately 1,700 employees for diagnostic sleep studies. Mr. Mayer assured the Board that there is a strict monitoring program to ensure that employees are adhering to any therapy that is prescribed, mitigating the risk that untreated OSA poses.

Responding to questions Mr. Moerdler posed at the Transit Committee meeting, Mr. Mayer apprised the Board of the emergency and evacuation procedures at 181st and 168th St. stations. NYCT reviewed the emergency exits and confirmed that all exits are clearly marked and visible to the public. Mr. Mayer also assured the Board that NYCT has comprehensive, written customer evacuation procedures that cover evacuating from trains as well as from stations.

Mr. Zuckerman asked the number of employees and titles of employees that have been screened for sleep apnea. Mr. Mayer answered that the focus has been on train engineers and bus and train operators and that approximately half of all have been screened. Chairman Lhota asked Mr. Mayer when possible, to follow up with Board on the exact number of screened employees.

Mr. Moerdler asked the safety leads to confirm that there are emergency exit signs at 181st and 168th street stations. Ms. Kennedy answered that to her knowledge there were signs but she would confirm and get back to Mr. Moerdler. Mr. Moerdler then asked safety leads to focus on emergency evacuation procedures of subway stations are located far underground and rely on elevators to evacuate. Mr. Mayer agreed. Chairman Lhota added that NYCT is working with a company to work on elevators and escalators and also train NYCT staff on repairing and maintaining them.

ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 9:12 a.m.

2018 DRAFT 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

January 2018

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

April 2018

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

July 2018

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

September 2018

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

December 2018

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

January 2019

Safety Policy – Approval of 2019 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.

January 2018

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 2018

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 2018

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 2018

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 2018

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 2019

Safety Policy – Approval of 2019 Work Plan

The committee will be presented with and discuss the 2019 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.



THE METROPOLITAN TRANSPORTATION AUTHORITY

SAFETY COMMITTEE

This Charter for the Safety Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), as amended on ~~June 22, 2016~~ November 15, 2017.

I. PURPOSE

The Safety Committee (the "Committee") shall assist the Board Chair and the Board by reviewing, providing guidance, and making recommendations with respect to the management of safety on an MTA-wide basis.

The MTA manages safety through its ~~SMS or~~ "Safety Management System," or "SMS" which is a top-down, organization wide, data driven approach to managing safety risk and assuring the effectiveness of safety mitigations. SMS includes systematic policies, procedures, and practices for the management of safety risk.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board and shall include the Board Chair, the chairs of each operating committee of the Board, and each member of the Board recommended for appointment to the Board by a labor organization. All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 4 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate. The Committee may request that any member of the Board, the Chief Safety Officer, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Chief Safety Officer shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to safety on an MTA-wide basis, (2) provide the chairperson of the Committee with all information regarding safety on an MTA-wide basis that is material to the Committee's monitoring and oversight of safety on an MTA-wide basis, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing safety on an MTA-wide basis.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor the implementation and operation of the MTA's SMS;
2. monitor the safety record of the MTA and each of its subsidiaries and constituent authorities, including by selecting and reviewing key safety indicators;
3. provide a forum for the open discussion of safety issues among representatives from the MTA and each of its subsidiaries and constituent agencies; and
4. facilitate the identification of approaches and solutions that address MTA- wide safety issues.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. review and assess the adequacy of this Charter annually;
3. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; and
4. report regularly to the Board Chair and Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

SAFETY OPERATIONS REPORT

For East Side Access - October 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.71	0.2
Recordable Injury Rate	1.98	0.66

Performance Indicator - CM	Oct	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	222	2412	2380	101%
JHAT Audit	10	116	240	48%
Quarterly Safety Audit	0	15	40	38%
Bi Annual ACE Evaluation	0	13	20	65%
Safety Monthly Meeting	9	111	120	93%
Leading Indicators - Contractor	Oct	YTD	Goal	YTD as % of Goal
Training	22	241	200	121%
Toolbox Talks	92	611	480	127%
Site Inspections	295	2839	2380	119%
SWP Review/Audit	48	369	-	
New Employee Orientation	247	1676	-	
Emergency Preparedness	4	18	20	90%

For Second Avenue Subway - October 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	0.6

Performance Indicator - CM	Oct	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	45	1072	1415	76%
JHAT Audit	0	16	120	13%
Quarterly Safety Audit	5	17	20	85%
Bi Annual ACE Evaluation	0	6	10	60%
Safety Monthly Meeting	5	50	60	83%
Leading Indicators - Contractor	Oct	YTD	Goal	YTD as % of Goal
Training	2	48	158	30%
Toolbox Talks	17	203	240	85%
Site Inspections	79	1625	1415	115%
SWP Review/Audit	8	114	-	
New Employee Orientation	23	90	-	
Emergency Preparedness	0	0	10	0%

SAFETY OPERATIONS REPORT

For Cortlandt - October 2017

Performance		
Injury Rate	2016	2017 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.0	13.9

Performance Indicator - CM	Oct	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	44	323	2380	14%
JHAT Audit	2	25	240	10%
Quarterly Safety Audit	1	5	40	13%
Bi Annual ACE Evaluation	0	2	20	10%
Safety Monthly Meeting	10	71	120	59%
Leading Indicators - Contractor	Oct	YTD	Goal	YTD as % of Goal
Training	6	52	200	26%
Toolbox Talks	5	47	480	10%
Site Inspections	60	565	2380	24%
SWP Review/Audit	5	34	-	
New Employee Orientation	37	178	-	
Emergency Preparedness	0	2	20	10%

For No. 7 Line - October 2017

Performance				
Injury Rate	2016	2017 YTD		
Lost Time Injury Rate per 200,000 worker hours	2.74	0.0		
Recordable Injury Rate	0.0	0.0		
Performance Indicator - CM	Oct	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	22	212	1415	15%
JHAT Audit	1	8	120	7%
Quarterly Safety Audit	1	5	20	25%
Bi Annual ACE Evaluation	0	2	10	20%
Safety Monthly Meeting	1	10	60	17%
Leading Indicators - Contractor	Oct	YTD	Goal	YTD as % of Goal
Training	2	22	158	14%
Toolbox Talks	4	40	240	17%
Site Inspections	73	603	1415	43%
SWP Review/Audit	1	6	-	
New Employee Orientation	9	101	-	
Emergency Preparedness	0	1	10	10%

October 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	November 2014 - October 2015	November 2015 - October 2016	November 2016 - October 2017
FRA Reportable Customer Accident Rate per Million Customers	1.86	1.25	0.81
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.06	3.03	2.93
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	
	October	Year End	October	Year to Date
First Responders Trained	-	1,314	240	1,331
Employee Safety Training Courses	-	307	133	300
Employees Trained	-	6,161	1,540	6,326
Employee Safety Training Hours	-	268,469	24,645	231,071
Customer and Community: Focus on Grade Crossings	2016		2017	
	October	Year to Date	October	Year to Date
Broken Gates	5	51	1	20
MTA Police Details	136	1,317	111	1,227
Summons	31	345	32	547
Warnings	9	100	11	151
Community Education and Outreach	11,682	38,378	11,276	66,993
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	156	16.32%	
Passenger Compartment Cameras	1,086	156	14.36%	

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.

October Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	November 2014 - October 2015	November 2015 - October 2016	November 2016 - October 2017
FRA Reportable Customer Accident Rate per Million Customers	4.23	3.08	3.90
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.62	2.98	3.66
Grade Crossing Incidents ¹	10	7	15
Mainline FRA Reportable Train Derailments	0	2	1
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		October	Year to Date
First Responders Trained	1537		130	1,362
Employee Safety Training Courses	210		90	598
Employees Trained	6,013		1,116	8,929
Employee Safety Training Hours	223,736		26,980	223,123
Customer and Community:	October	Year to Date	October	Year to Date
Broken Gates	10	108	14	98
MTA Police Details	53	427	148	883
Summons	152	1,551	93	1,589
Warnings	55	740	85	736
Arrests	0	5	0	1
Community Education and Outreach	19,848	101,911	18,894	99,386
		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.

Employee Safety Training Hours - The total hours of training completed by employees in all safety-related courses attended.

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 - Number of complete inward/outward camera installations on rolling stock.

Monthly Operations Report

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

Safety Report				
Performance Indicators		12-Month Average		
		Nov 2014 - Oct 2015	Nov 2015 - Oct 2016	Nov 2016 - Oct 2017
Subways				
Subway Customer Accidents per Million Customers ¹		2.63	2.53	2.79
Subway Collisions ^{2,3}		0	0	0
Subway Derailments ^{2,3}		2	1	6
Subway Fires ²		1,048	925	936
Buses				
Bus Collisions Per Million Miles Regional		52.13	56.15	55.25
Bus Collision Injuries Per Million Miles Regional		6.54	6.40	6.45
Bus Customer Accidents Per Million Customers Regional		1.13	1.22	1.26
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.90	4.16	3.37

¹ 12-Month Average data from October through September.

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

³ Data from December through November.

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	327	340	96.2%
Joint Track Safety Audits -- Compliance Rate	99.1%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	9,945	79,477	49,814	159.5%
Station -- Emergency Communication				
Help Point Installations*	7	64	79	81.0%
Buses	November	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	0	225	225	100.0%
Collision Warning System Pilot	0	114	114	100.0%
Vision Zero Employee Training	540	6,088	5,600	108.7%

* 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		
	November 2014 - October 2015	November 2015 - October 2016	November 2016 - October 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.72	7.28	8.20
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.92	0.92	1.05
Employee Accident Reports	256	248	260
Employee Lost Time Injuries Rate per 200,000 worker hours	4.9	6.8	6.5
Construction Injuries per 200,000 worker hours	2.77	2.04	1.31

Leading Indicators				
Roadway Safety	2016		2017	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	62	740	144	837
Fleet Preventative Maintenance Insp.	108	1281	145	1201
Safety Taskforce Inspections	2	13	1	8
Construction Safety	October	Year End	October	Year to Date
Construction Safety Inspections	377	4161	329	2907
Fire Safety	October	Year End	October	Year to Date
Fire Code Audits Completed	1	13	1	12
FDNY Liaison Visits	10	25	4	23

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.