



Metropolitan Transportation Authority

Safety Committee Meeting July 2018

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, 7/25/2018

7:45 - 8:45 AM ET

1. Public Comments

2. Approval of Minutes - April 25, 2018

Safety Committee Minutes - Page 3

3. Safety Committee Work Plan

2018 Safety Committee Work Plan - Page 6

4. Safety Metrics

May

MTACC Safety Metrics - ESA-SAS - Page 9

MTACC Safety Metrics - Cortlandt-No 7 Line - Page 10

MNR Safety Metrics - Page 11

LIRR Safety Metrics - Page 12

NYCT Safety Metrics - Page 13

B&T Safety Metrics - Page 14

April

MTACC Safety Metrics - ESA-SAS - Page 15

MTACC Safety Metrics - Cortlandt-No 7 Line - Page 16

MNR Safety Metrics - Page 17

LIRR Safety Metrics - Page 18

NYCT Safety Metrics - Page 19

B&T Safety Metrics - Page 20

5. Safety Promotion: Safety Awareness Brochures/HQ Safety Day

6. Safety Assurance: Review of Safety Performance

Date of next meeting: September 26th @8:30 am

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

**Wednesday, April 25, 2018
8:30 AM**

The following members were present:

**Hon. Fernando Ferrer, Vice Chair
Hon. Mitchell Pally
Hon. Andrew Albert
Hon. Norman Brown
Hon. James Vitiello
Hon. Peter Ward
Hon. Neal Zuckerman**

The following safety officers were present:

David Mayer - MTAHQ
James Bromfield - NYCT
Loretta Ebbighausen - LIRR
Matthew Peloso – MNR
Anne Kirsch – MTAHQ
Eric Osnes – B & T

Ronnie Hakim, Managing Director, Metropolitan Transportation Authority, Helene Fromm, Chief of Staff, Metropolitan Transportation Authority, Janno Lieber, Chief Development Officer, Metropolitan Transportation Authority, Catherine Rinaldi, President, Metro-North Railroad (“MNR”), Phillip Eng, President, Long Island Rail Road (“LIRR”), Cedrick Fulton, President, Bridges and Tunnels (“B&T”), Darryl Irick, President, MTA Bus and Andy Byford, President, NY Transit (“NYCT”) also attended the meeting.

Vice-Chairman Ferrer chaired the April meeting, and called the meeting to order.

PUBLIC SPEAKERS

There was one public speaker, Jodie Ann Beatty. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for content of the speaker’s statement.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the minutes of the January 24, 2018 Safety Committee were approved.

SAFETY COMMITTEE WORK PLAN

Chair Ferrer asked if there any changes to the work plan. Mr. Mayer said that were no changes. Chair Ferrer thanked Mr. Mayer for his service and congratulated him on his new position in Washington D.C.

SAFETY METRICS

Mr. Mayer asked the Committee members if they had any comments on the Safety Metrics provided in the book.

Mr. Albert had a question about derailments. He asked if the cause of the derailment could be noted in the metrics in the future.

Mr. Bromfield answered that if the investigation is complete then yes, we can add it.

Mr. Brown commented on the two transit deaths since the last Safety Committee meeting and how the metrics did not reflect those two incidents any differently than other kinds of safety incidents.

Ms. Hakim responded to Mr. Brown's inquiry and explained that Chairman Lhota intends to address this at the Board Meeting. Ms. Hakim also stated that we will look at how fatalities and specifically employee fatalities, are reported.

SAFETY POLICY: DISCUSSION OF SMS FRAMEWORK

Mr. Mayer discussed the four principals of Safety Management System ("SMS"). 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 presentation.

Mr. Mayer spoke on the Third Rail Assessment performed in response to a recommendation from the National Transportation Safety Board.

Mr. Zuckerman asked for a summary on where we've come, from a safety perspective, since Mr. Mayer started at the MTA. He also thanked Mr. Mayer for all he has done.

Mr. Mayer indicated that it is a reasonable request and he will provide the summary.

Mr. Pally, Mr. Albert and Mr. Brown asked about the WSP assessment and the analysis of all other properties with third rail near roadways around the world. 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 presentation.

Mr. Mayer provided an update on Obstructive Sleep Apnea Screening ("OSA").

Mr. Mayer also stated that a brochure stressing the importance of safety will be distributed across all agencies with material specific to their agency.

Mr. Greenberg asked about OSA screening for New York and Atlantic Railway and CSX.

Mr. Mayer stated that all New York and Atlantic Railway locomotive engineers had been screened.

Ms. Kirsch stated we have shared industry wide all our materials on OSA.

SAFETY RISK MANAGEMENT: CONSTRUCTION SAFETY AND WAZE PARTNERSHIP

Mr. Mayer introduced Peter Kohner of MTACC to talk about construction safety. 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 presentation.

Mr. Lieber followed up on the video presentation to talk about insurance, especially OCIP insurance and how it relates to cost increases.

Mr. Zuckerman asked why we pay for the insurance since most of the work is done through contractors.

Mr. Lieber stated the strategy of paying for the insurance is to keep costs down.

Mr. Tessitore asked a question regarding training for work being conducted near the right of way.

Mr. Kohner stated that the training is a prerequisite before entering the property.

Mr. Mayer introduced Eric Osnes and Adam Hartke for a presentation on their relationship with Waze. 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 presentation.

Mr. Pally asked about working with the railroad regarding grade crossing incidents and mapping/navigation apps.

Ms. Ebbighausen stated LIRR is very excited about working with the application developers regarding both grade crossings and bridge strikes (height restrictions).

Mr. Mayer stated MNR is also working to accomplish the same goals with the applications.

Mr. Albert asked if anyone has ever sued one of these application developers such as Google and Waze. Laretta Ebbighausen responded that we'd have to look into it.

Mr. Brown stated he believes that while WAZE may make their trip a quicker trip but not a safer trip and that anything that distracts a driver does not make for a safer trip.

ADJOURNMENT

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

2018 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

	<u>Responsibility</u>
<u>January 2018</u>	
Safety Assurance – Job Safety Briefings-Vision Zero	Agency Safety Leads
Safety Promotion – Winter Challenges	Safety Staff
<u>April 2018</u>	
Safety Policy – Discussion of SMS Framework	MTA Chief Safety Officer
Safety Risk Management – MTACC Construction Safety MTABT WAZE Partnership	Safety Staff
<u>July 2018</u>	
Safety Promotion – Awareness Brochure/HQ Safety Day	MTA Acting Chief Safety Officer
Safety Assurance – Review of Safety Performance	Agency Safety Leads
<u>September 2018</u>	
Safety Promotion – Specific item TBD	MTA Chief Safety Officer
Safety Risk Management – Specific item TBD	Safety Staff
<u>December 2018</u>	
Safety Policy – Evaluation of Safety Committee Charter	Committee Chair & Members
Safety Assurance – Review of Safety Performance	Agency Safety Leads
<u>January 2019</u>	
Safety Policy – Approval of 2016 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 discuss matters pertaining to Agency safety performance. 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 discuss matters pertaining to Agency safety performance. 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 discuss matters pertaining to Agency safety performance. 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 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.

SAFETY OPERATIONS REPORT

For East Side Access - May 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.23	0.5
Recordable Injury Rate	1.25	0.8

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	191	1001	1920	52%
JHAT Audit	10	51	120	43%
Quarterly Safety Audit	0	5	20	25%
Bi Annual ACE Evaluation	0	6	10	60%
Safety Monthly Meeting	6	30	12	250%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	23	142	160	89%
Toolbox Talks	48	445	500	89%
Site Inspections	49	1241	2940	42%
SWP Review/Audit	21	245	425	58%
New Employee Orientation	36	724	1500	48%
Emergency Preparedness	6	17	20	85%

For Second Avenue Subway - May 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.57	0.0

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	32	221	1415	16%
JHAT Audit	0	0	120	0%
Quarterly Safety Audit	0	0	20	0%
Bi Annual ACE Evaluation	0	0	10	0%
Safety Monthly Meeting	5	23	60	38%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	4	15	158	9%
Toolbox Talks	12	75	240	31%
Site Inspections	67	470	1415	33%
SWP Review/Audit	6	35	0	
New Employee Orientation	8	32	0	
Emergency Preparedness	0	0	10	0%

SAFETY OPERATIONS REPORT

For Cortlandt - May 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.0	0.0

Performance Indicator - CM	May	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	46	187	480	39%
JHAT Audit	2	8	24	33%
Quarterly Safety Audit	0	2	4	50%
Bi Annual ACE Evaluation	0	1	2	50%
Safety Monthly Meeting	19	64	180	36%
Leading Indicators - Contractor	May	YTD	Goal	YTD as % of Goal
Training	5	18	64	28%
Toolbox Talks	5	27	50	54%
Site Inspections	60	201	720	28%
SWP Review/Audit	3	15	45	33%
New Employee Orientation	2	52	100	52%
Emergency Preparedness	0	1	2	50%

For No. 7 Line - March 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0	0.0
Recordable Injury Rate	0.0	0.0

Performance Indicator - CM	March	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	22	63	251	25%
JHAT Audit	2	4	11	36%
Quarterly Safety Audit	0	1	5	20%
Bi Annual ACE Evaluation	0	0	2	0%
Safety Monthly Meeting	1	3	12	25%
Leading Indicators - Contractor	March	YTD	Goal	YTD as % of Goal
Training	3	8	26	31%
Toolbox Talks	5	14	48	29%
Site Inspections	50	150	729	21%
SWP Review/Audit	0	0	9	0%
New Employee Orientation	24	55	124	44%
Emergency Preparedness	0	0	1	0%

May 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	June 2015 -May 2016	June 2016 -May 2017	June 2017 -May 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.22	1.04	0.78	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.56	3.10	2.79	
	2017		2018	
	May	Year to Date	May	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	1	2	0	0
Mainline FRA Reportable Train Collisions	0	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	2017		2018	
	May	Year to Date	May	Year to Date
First Responders Trained	118	789	230	894
Employee Safety Training Courses	104	244	138	280
Employees Trained	796	4,157	1,278	4,313
Employee Safety Training Hours	11,862	100,196	18,090	124,590
Customer and Community: Focus on Grade Crossings	2017		2018	
	May	Year to Date	May	Year to Date
Broken Gates	0	13	3	12
MTA Police Details	91	665	114	561
Summons	11	65	6	60
Warnings	34	80	6	20
Community Education and Outreach	2,615	25,955	29,345	58,445
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	517	54.08%	
Passenger Compartment Cameras	1,086	502	46.22%	

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.

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

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

Summons - 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.

May 2018 Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	June 2015-May 2016	June 2016 - May 2017	June 2017 - May 2018	
FRA Reportable Customer Accident Rate per Million Customers	4.10	4.54	2.46	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.22	3.27	3.49	
		2017		2018
		May	Year to Date	May
Grade Crossing Incidents ¹		0	6	1
Mainline FRA Reportable Train Derailments		0	1	0
Mainline FRA Reportable Train Collisions		0	1	0
				3

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	2017		2018	
	May	Year to Date	May	Year to Date
First Responders Trained	245	941	284	1,312
Employee Safety Training Courses	92	187	90	420
Employees Trained	1,297	4,339	1,274	5,370
Employee Safety Training Hours	24,311	111,503	22,739	121,712
Customer and Community	May	Year to Date	May	Year to Date
Broken Gates	11	43	16	40
MTA Police Details	111	351	102	567
Summons	1	14	29	132
Warnings	128	452	55	237
Arrests	0	1	0	1
Community Education and Outreach	9,772	44,366	9,159	40,448
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	58	6.93
		C3 Cab	12	52.17
		C3 Trailer	5	4.5
		DE/DM	1	2.22

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

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

Monthly Operations Report May 2018

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

Safety Report				
Performance Indicators		12-Month Average		
		Jun 15 - May 16	Jun 16 - May 17	Jun 17 - May 18
Subways				
Subway Customer Accidents per Million Customers ¹		2.49	2.69	2.95
Subway Collisions ²		0	0	0
Subway Derailments ²		2	3	4
Subway Fires ²		918	974	956
Buses				
Bus Collisions Per Million Miles	Regional	54.99	55.52	54.59
Bus Collision Injuries Per Million Miles	Regional	6.36	6.21	6.42
Bus Customer Accidents Per Million Customers ¹	Regional	1.18	1.29	1.23
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.05	3.80	3.46

¹ 12-Month Average data from May through April.

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

Leading Indicators				
Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	35	166	340	48.8%
Joint Track Safety Audits -- Compliance Rate	96.7%	97.9%	100.0%	97.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,908	39,547	72,000	54.9%
Friction Pad Installation	16,137	48,778	50,000	97.6%
Buses	May	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	29	99	283	35.0%
Vision Zero Employee Training	503	2,748	6,100	45.0%

Safety Report May 2018

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

Performance Indicators			
Performance Indicator	12-Month Average		
	June 2015 - May 2016	June 2016 - May 2017	June 2017 - May 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.56	8.08	7.10
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.96	0.90	1.00
Employee Accident Reports	242	293	206
Employee Lost Time Injuries Rate per 200,000 worker hours	5.6	7.9	6.7
Construction Injuries per 200,000 worker hours	2.34	1.68	1.47

Leading Indicators				
Roadway Safety	2017		2018	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	73	926	8	299
Fleet Preventative Maintenance Insp.	137	1445	141	690
Safety Taskforce Inspections	0	12	2	4
Construction Safety	May	Year End	May	Year to Date
Construction Safety Inspections	349	3384	183	870
Fire Safety	May	Year End	May	Year to Date
Fire Code Audits Completed	1	14	1	5
FDNY Liaison Visits	6	25	2	11

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 represent 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 communications and special rescue operations should they be required.

SAFETY OPERATIONS REPORT

For East Side Access - April 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.23	0.5
Recordable Injury Rate	1.25	0.8

Performance Indicator - CM	April	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	199	795	1920	41%
JHAT Audit	10	41	120	34%
Quarterly Safety Audit	0	5	20	25%
Bi Annual ACE Evaluation	0	6	10	60%
Safety Monthly Meeting	6	24	12	200%
Leading Indicators - Contractor	April	YTD	Goal	YTD as % of Goal
Training	20	98	160	61%
Toolbox Talks	93	386	500	77%
Site Inspections	220	1150	2940	39%
SWP Review/Audit	29	189	425	44%
New Employee Orientation	115	657	1500	44%
Emergency Preparedness	1	6	20	30%

For Second Avenue Subway - April 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.57	0.0

Performance Indicator - CM	April	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	40	189	1415	13%
JHAT Audit	0	0	120	0%
Quarterly Safety Audit	0	0	20	0%
Bi Annual ACE Evaluation	0	0	10	0%
Safety Monthly Meeting	3	18	60	30%
Leading Indicators - Contractor	April	YTD	Goal	YTD as % of Goal
Training	3	11	158	7%
Toolbox Talks	15	63	240	26%
Site Inspections	92	403	1415	28%
SWP Review/Audit	7	29	0	
New Employee Orientation	2	24	0	
Emergency Preparedness	0	0	10	0%

SAFETY OPERATIONS REPORT

For Cortlandt - April 2018

Performance		
Injury Rate	2017	2018 YTD
Lost Time Injury Rate per 200,000 worker hours	0.0	0.0
Recordable Injury Rate	0.0	4.7

Performance Indicator - CM	April	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	48	187	480	39%
JHAT Audit	2	8	24	33%
Quarterly Safety Audit	1	2	4	50%
Bi Annual ACE Evaluation	0	1	2	50%
Safety Monthly Meeting	15	64	180	36%
Leading Indicators - Contractor	April	YTD	Goal	YTD as % of Goal
Training	5	18	64	28%
Toolbox Talks	4	27	50	54%
Site Inspections	50	201	720	28%
SWP Review/Audit	3	15	45	33%
New Employee Orientation	5	52	100	52%
Emergency Preparedness	0	1	2	50%

For No. 7 Line - March 2018

Performance				
Injury Rate	2017	2018 YTD		
Lost Time Injury Rate per 200,000 worker hours	0	0.0		
Recordable Injury Rate	0.0	0.0		
Performance Indicator - CM	March	YTD	Goal	YTD as % of Goal
Daily Safety Walkthrough	22	63	251	25%
JHAT Audit	2	4	11	36%
Quarterly Safety Audit	0	1	5	20%
Bi Annual ACE Evaluation	0	0	2	0%
Safety Monthly Meeting	1	3	12	25%
Leading Indicators - Contractor	March	YTD	Goal	YTD as % of Goal
Training	3	8	26	31%
Toolbox Talks	5	14	48	29%
Site Inspections	50	150	729	21%
SWP Review/Audit	0	0	9	0%
New Employee Orientation	24	55	124	44%
Emergency Preparedness	0	0	1	0%

April 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2015 -April 2016	May 2016 -April 2017	May 2017 -April 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.23	1.08	0.77	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.56	2.89	2.84	
	2017		2018	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	1	1	0	1
Mainline FRA Reportable Train Derailments	0	1	0	0
Mainline FRA Reportable Train Collisions	0	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	2017		2018	
	April	Year to Date	April	Year to Date
First Responders Trained	176	671	325	664
Employee Safety Training Courses	92	389	124	252
Employees Trained	1,066	3,879	1,241	3,791
Employee Safety Training Hours	18,935	69,435	26,040	103,074
Customer and Community: Focus on Grade Crossings	2017		2018	
	April	Year to Date	April	Year to Date
Broken Gates	3	13	3	9
MTA Police Details	123	574	111	447
Summons	15	54	8	54
Warnings	31	46	9	14
Community Education and Outreach	2,190	23,340	10,500	29,100
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	439	45.92%	
Passenger Compartment Cameras	1,086	428	39.41%	

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.

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

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

Summons - 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.

April 2018 Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	May 2015-April 2016	May 2016 - April 2017	May 2017 - April 2018	
FRA Reportable Customer Accident Rate per Million Customers	4.27	4.42	2.56	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.14	3.38	3.42	
		2017		2018
		April	Year to Date	April
Grade Crossing Incidents ¹		0	6	0
Mainline FRA Reportable Train Derailments		0	1	0
Mainline FRA Reportable Train Collisions		0	1	0
				3

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	2017		2018	
	April	Year to Date	April	Year to Date
First Responders Trained	283	696	493	1,028
Employee Safety Training Courses	88	155	88	330
Employees Trained	1,085	3,042	1,160	4,096
Employee Safety Training Hours	19,078	87,192	29,851	98,973
Customer and Community:	April	Year to Date	April	Year to Date
Broken Gates	9	32	6	24
MTA Police Details	90	240	129	465
Summons	6	13	31	103
Warnings	100	324	54	182
Arrests	0	1	1	1
Community Education and Outreach	10,575	34,594	6,287	31,289
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	34	4.06
		C3 Cab	7	30.43
		C3 Trailer	3	2.70
		DE/DM	1	2.22

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 April 2018

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

Safety Report			
Performance Indicators	12-Month Average		
	May 15 - Apr 16	May 16 - Apr 17	May 17 - Apr 18
Subways			
Subway Customer Accidents per Million Customers ¹	2.48	2.68	2.93
Subway Collisions ²	0	0	0
Subway Derailments ²	2	3	4
Subway Fires ²	945	981	964
Buses			
Bus Collisions Per Million Miles Regional	54.29	56.00	54.48
Bus Collision Injuries Per Million Miles Regional	6.33	6.41	6.21
Bus Customer Accidents Per Million Customers ¹ Regional	1.16	1.28	1.25
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.98	3.86	3.48

¹ 12-Month Average data from April through March.

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

Leading Indicators				
Subways	April	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	31	131	340	38.5%
Joint Track Safety Audits -- Compliance Rate	99.0%	98.2%	100.0%	98.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	10,480	28,639	72,000	39.8%
Friction Pad Installation	7,471	32,641	50,000	65.3%
Buses	April	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	18	70	283	24.7%
Vision Zero Employee Training	620	2,245	6,100	36.8%

Safety Report April 2018

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

Performance Indicators			
Performance Indicator	12-Month Average		
	May 2015 - April 2016	May 2016 - April 2017	May 2017 - April 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.29	7.91	7.38
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.98	0.90	0.94
Employee Accident Reports	238	292	205
Employee Lost Time Injuries Rate per 200,000 worker hours	5.4	7.6	6.9
Construction Injuries per 200,000 worker hours	2.26	1.66	1.49

Leading Indicators				
Roadway Safety	2017		2018	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	42	926	7	291
Fleet Preventative Maintenance Insp.	112	1445	160	549
Safety Taskforce Inspections	2	12	1	2
Construction Safety	April	Year End	April	Year to Date
Construction Safety Inspections	347	3384	216	687
Fire Safety	April	Year End	April	Year to Date
Fire Code Audits Completed	0	14	1	4
FDNY Liaison Visits	10	25	9	9

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 represent 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 communications and special rescue operations should they be required.