



**Metropolitan Transportation Authority**

# **Safety & Security Committee Meeting April 2025**

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## **Committee Members**

J. Lieber, Chair

D. Mack, Vice Chair

A. Albert

G. Bringmann

N. Brown

M. Fleischer

D. Garodnick

M. Herbst

B. Lopez

H. Mihaltses

J. Samuelson

L. Sorin

V. Tessitore

## **Safety Committee Meeting**

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

**Monday, 4/28/2025  
9:00 - 9:30 AM ET**

### **1. Public Comments**

### **2. Committee Administrative and Action Items**

#### **a. Approval of Minutes**

*February 2025 Safety Committee Meeting Minutes - Page 3*

#### **b. Safety/Security Committee Work Plan**

*Work Plan 2025 - Page 6*

### **3. Safety/Security Metrics**

*April 2025 Safety & Security KPM - Page 8*

### **4. Committee Presentation**

*B&T Safety & Security Highlights - Page 38*

*CCTV Camera Program Update - Page 46*

Next Meeting: July 2025

**Metropolitan Transportation Authority  
Minutes of the  
Safety Committee Meeting  
2 Broadway, 20<sup>th</sup> Floor  
New York, NY 10004**

**Monday, February 24, 2025  
9:00 AM ET**

**The following Board Members were present:**

**Hon. Janno Lieber, Chair  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Norman Brown  
Hon. Marc Herbst  
Hon. Blanca Lopez  
Hon. Vincent Tessitore  
Hon. Randolph Glucksman\***

**The following Board Members were absent:**

**Hon. Michael Fleischer  
Hon. Daniel Garodnick  
Hon. David Mack  
Hon. Haeda Mihaltses  
Hon. John Samuelsen  
Hon. Lisa Sorin**

\*Indicates remote participation

The following agency safety & security officers were present in person or by video conference:

Carl Hamann, MTA Headquarters ("MTA HQ")  
Brian Lapp, MTA New York City Transit ("MTA NYCT")  
Ausberto Huertas, MTA Construction & Development ("MTA C&D")  
Loretta Ebbighausen, MTA Long Island Rail Road ("LIRR")  
Shelley Prettyman, Metro-North Railroad ("MNR")  
John Sterritt, MTA Bridges and Tunnels ("B&T")  
Demetrius Crichlow, NYCT President  
Robert Free, LIRR President

**Chair Lieber chaired the February meeting and called the meeting to order.**

Chair Lieber called the February meeting to order and asked if there were any public speakers.

**PUBLIC SPEAKERS' SESSION**

The following public speakers commented:

Jason Anthony

Marty Buchys Hyland\*

Christoper Greif, PCAC\*

\*Indicates remote participation

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of speakers' statements.

### **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the minutes of the November 8, 2024, Safety Committee meeting were approved.

### **SAFETY COMMITTEE WORK PLAN**

Chair Lieber asked Mr. Hamann if there are changes to the Work Plan. Mr. Hamann noted the 2025 Work Plan is on page 16 and asked the Chair to request its approval. Chair Lieber called for a motion to approve the 2025 Work Plan. A motion was made and seconded, and the Work Plan was approved.

### **SAFETY POLICY**

Chair Lieber turned it over to Mr. Hamann for the Safety & Security presentation.

Mr. Hamann reported continued positive trends in safety and security metrics across operating agencies. Mr. Hamann highlighted a 30.5% decrease in MNR's reportable customer injury rate and a 17% decrease in employee lost time injuries over the past 12 months. For LIRR, customer injuries decreased by 30% and employee lost time injuries decreased by 7.6%.

Mr. Hamann noted a positive trend in reduced collisions and casualties for B&T, with overall collisions down 11.6% and collisions with injuries declining by 25.8% over the past year. Mr. Hamann also reported a nearly 23% drop in major crime within the subway system over the past 28 days. Mr. Hamann attributed these improvements to a continued focus on safety and collaborative efforts of all stakeholders.

Mr. Hamann turned it over to Brian Lapp, SVP of Safety & Security at NYCT, to present NYCT's Safety Highlights and Agency Safety Plans.

Mr. Lapp reported a 21% decrease in NYCT's Employee Lost Time Accident Rate (LTA) per 100 employees from 2023 to 2024 across buses and subways. At DOB, the top three causes of LTAs – motor vehicle accidents, physical assaults, and slips, trips, and falls – have all declined, with physical assaults dropping 24%. Mr. Lapp attributed the overall reduction in LTAs to collaboration and key initiatives by DOS and DOB staff. For additional details on the presentation, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records.

Mr. Lapp shared that NYCT's annual Public Transportation Agency Safety Plans (PTASP) for DOS and DOB have been completed and submitted to the Board for approval. The PTASP includes the review and approval of the plans by the Joint Labor and Management Safety Committee, ensuring continued compliance with federal regulations, reinforcement of upholding employee and

customer safety, and maintenance of the highest standards of service. Mr. Lapp asked the committee to recommend the PTASP for full board approval.

Board Member Albert inquired if the implementation of most bus enclosures can be expected by the end of 2025, including the new buses that have been ordered. Mr. Lapp clarified that all buses currently have enclosures and that future procurements will include them as well. Chair Lieber highlighted the importance of bus enclosures in protecting operators, noting that new buses will feature “cockpits” for added protection. Chair Lieber asked Demetrius Crichlow to confirm. Mr. Crichlow confirmed that the new buses will have full enclosures and that these features are included in the upcoming capital plan. Board Member Albert asked whether older buses that will remain in service will be retrofitted with full enclosures. Mr. Crichlow explained that current buses have enclosures but are open at the top. The new design will fully shield operators from all sides.

Chair Lieber emphasized the importance of reducing employee lost time and assaults, stressing the MTA’s vigilance on the issue. Chair Lieber encouraged Mr. Crichlow to collaborate with Local 100 and ATU representatives to continue enhancing workforce safety.

Chair Lieber asked for a motion to move the PTASP forward to the board. A motion was made and seconded, and the motion was approved.

Chair Lieber stressed the urgency of preventing attacks on employees, citing a recent assault on a cleaner. He emphasized the need to keep perpetrators out of the system and noted ongoing legislative efforts to classify such attacks as felonies.

## **ADJOURNMENT**

Chair Lieber called for a motion to adjourn the meeting. A motion was made and seconded, and the meeting was adjourned.

# 2025 Safety/Security 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

### February 2025

- Approval of 2025 Work Plan	MTA Chief Safety Officer
- NYCT Agency Safety Plans	NYCT SVP Safety & Security
- NYCT Safety Highlights	NYCT SVP Safety & Security

### April 2025

- B&T Safety & Security Highlights	B&T Safety Lead
- CCTV Camera Program Update	MTA Office of Security Operations
- Worker Assaults	MTA Chief Security Officer

### July 2025

- C&D Safety Highlights	C&D Safety Lead
- Security Grant Program Update	MTA Chief Security Officer

### November 2025

- Drug & Alcohol Program Update	MTA Corporate Health Officer
- Railroad Safety Highlights	MNR & LIRR Safety Leads
- NTSB Recommendations Update	MTA Chief Safety Officer

## Detailed Summary

## I. RECURRING AGENDA ITEMS

### Approval of Minutes

The Committee Chair will request a motion to approve the minutes from the prior Safety Committee Meeting.

### Committee Work Plan

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

## II. SPECIFIC AGENDA ITEMS

## **February 2025**

### Approval of the 2025 Work Plan

The committee will be presented with the 2025 Work Plan and be asked to approve.

### NYCT ASP

The committee will be briefed on the NYCT Agency Safety Plans.

### NYCT Safety Highlights

The committee will be briefed on NYCT Safety Highlights.

## **April 2025**

### B&T Safety & Security Highlights

The committee will be briefed on B&T Safety Highlights.

### CCTV Camera Program Update

The committee will receive an update on the CCTV Camera Program.

### Worker Assaults

The committee will receive an update on MTA Worker Assaults.

## **July 2025**

### C&D Safety Highlights

The committee will be briefed on C&D Safety Highlights.

### Security Grant Program Update

The Committee will receive an update on the Security Grant Program.

## **November 2025**

### Drug & Alcohol Program Statistics

The committee will receive an update on Drug & Alcohol Statistics.

### Railroad Safety Highlights

The committee will be briefed on commuter railroad Safety Highlights.

### NTSB Recommendations Update

The committee will receive an update on the status of Recommendations issued to the MTA by the NTSB.

**MTA Safety Committee**

# **Key Safety Metrics**

April 28, 2025

# Long Island Rail Road

The Corporate Safety Department works collaboratively with our partners, including the Operating and Administrative Departments, Labor Organizations, and the MTA Police; to address the unique hazards present in our railroad operating environment. In compliance with regulatory requirements and industry standards, including Federal Railroad Administration (FRA) System Safety Program Plan mandates and Safety Management System principles; we develop and implement policies, procedures, and programs as well as strategically conduct audits, inspections, observations, and investigations to mitigate risk and optimize safety performance for our employees, customers, contractors, and the communities we serve. We also focus on ensuring safety throughout the life cycle of design and build of both capital and operating funded construction projects.

For **the First Quarter 2025**, the Corporate Safety Department:

- Safety Operations and Roadway Worker Field Compliance Divisions performed 119 inspections in yards, facilities, and along the right of way; conducted 1,358 employee observations for safety and operating rules compliance; investigated two on track safety incidents; conducted six training programs for employees; and lead three Confidential Close Call Reporting Labor Management Partnership Peer Review Team Meetings.
- Investigations and Analysis Division conducted five rail investigations; performed 36 rail incident follow up assessments; closed five recommendations; and distributed its Annual Investigations and Analysis Summary Report.
- Occupational Safety Division conducted fifty-three Occupational/Industrial Hygiene assessments.
- Environmental Safety Division performed 101 inspections of tanks, hazardous material storage facilities, erosion and sediment control measures, and treatment systems while supporting document reviews and site safety inspections for 28 construction projects. Additionally, 47 inspections of yards and facilities were conducted to comply with New York State Agency Environmental Audit reporting and 10 annual regulatory reports were submitted.
- Fire, Code Compliance, and Emergency Management Division trained 478 emergency responders; conducted 376 code compliance inspections of LIRR employee and tenant occupied spaces; supported 147 capital project document reviews and site inspections for conformance to code requirements; and responded to 233 emergency call outs.
- Capital Project Safety Compliance Division supported 35 construction projects through document review and performed 29 site safety inspections.
- TRACKS Community Education and Outreach Program partnership with the MTA Police conducted 149 classroom training programs and 36 special events, including Operation LifeSaver events at grade crossings, reaching 23,202 participants.
- Safety Management Systems Division submitted the FRA mandated internal assessment reports for the System Safety Program pursuant to Title 49 CFR Part 270.
- Safety Performance Division relaunched the Corporate Safety mobile app with enhancements to the Safety Rule of the Day Calendar and supported five new employee orientation sessions.

## Performance Metrics

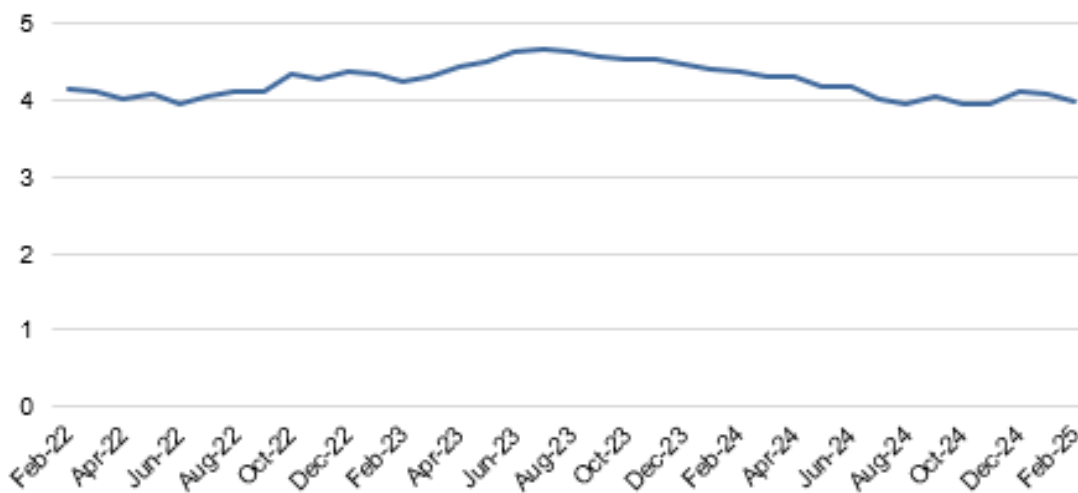
### Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



### Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



### Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2022	2023	2024	2025 YTD
Train Derailments	1	4	2	1
Train Collisions	0	0	0	0

## Prevention Metrics (Leading Indicators)

### Training for First Responders and Employees, and Customer & Community Outreach

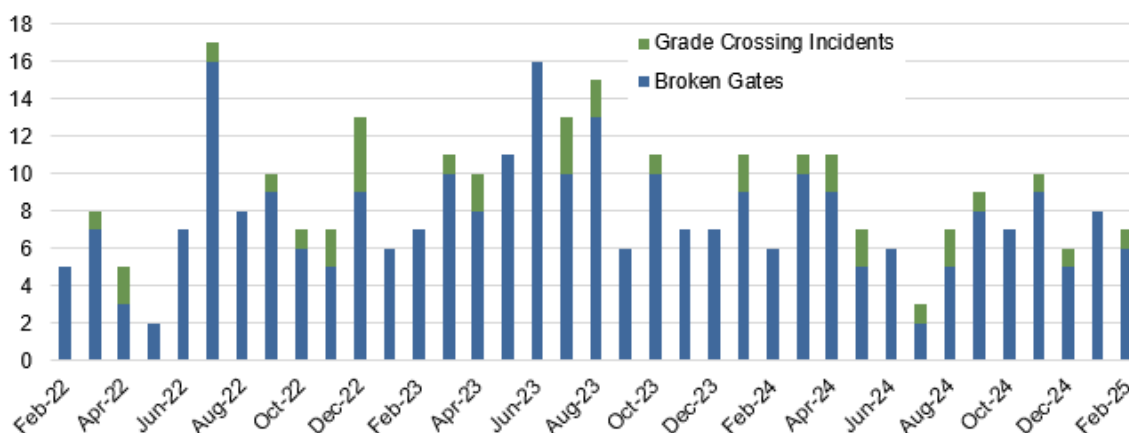
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2023	2024	2025 YTD	
			Target	Actual
First Responders	1,492	<b>1,657</b>	1,250	259
Employees	6,383	<b>6,318</b>	5,870	1,433
Customers and Community Members	78,890	<b>99,712</b>	83,236	15,784

## Grade Crossing Safety Metrics

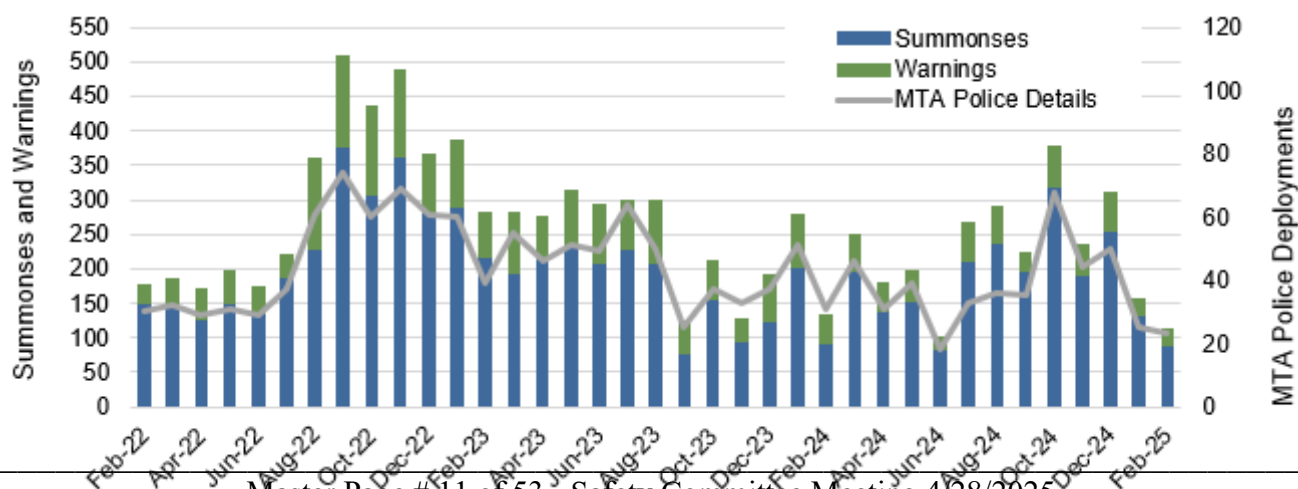
### Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



### Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



## Metro-North Railroad

For the current 12-month reporting period, March 2024 through February 2025, the reportable customer injury rate decreased from 2.02 to 1.44 per one million customers, compared to the prior reporting period. The reportable employee lost time injury rate decreased from 1.81 to 1.64 per 200,000 working hours, compared to the prior reporting period.

Metro-North has continued to take steps to enhance customer and employee safety; some highlights of these efforts include the following:

Refreshed and restructured the District Safety Committees by combining members of management and labor in each of the six operating districts within the Metro-North system. Introduced a new system for prioritizing, scoring, and tracking safety items, which has yielded positive results. This structured approach is helping to embed a stronger safety culture of accountability and continuous improvement throughout the system.



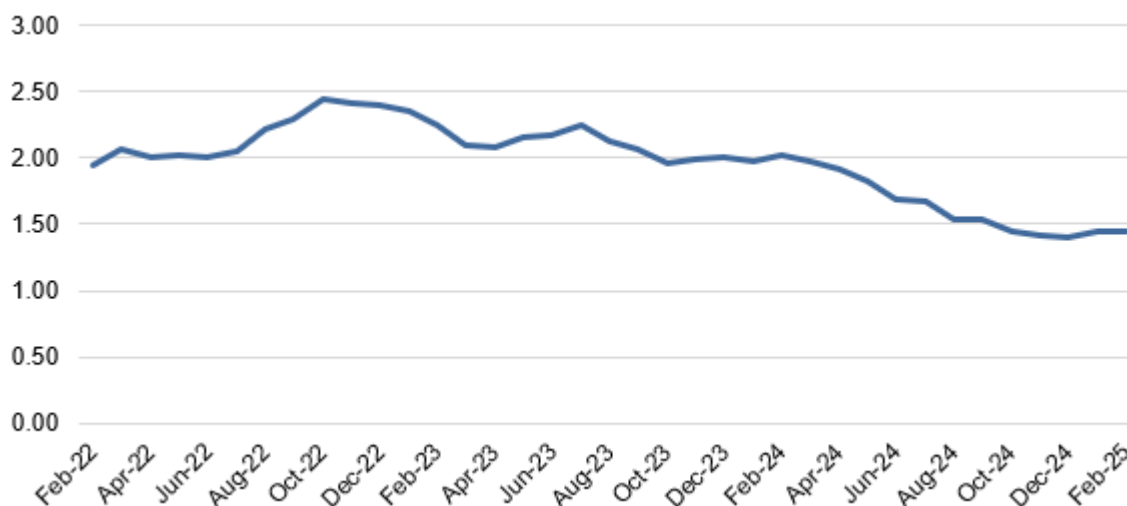
Employee Engagement Day has continued monthly. On these days, managers suspend all meetings and spend the day out in the field engaging with employees. This hands-on approach strengthens the relationship between leadership and employees and emphasizes the railroad's commitment to safety, provides the opportunity to discuss potential risks and highlight best practices.



# Performance Metrics

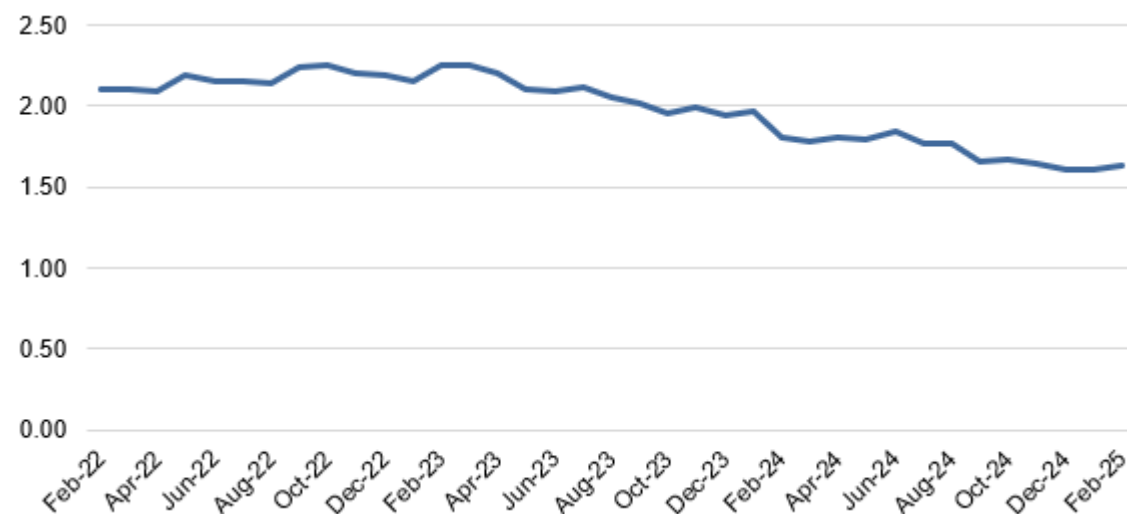
## Customer Accident Rate

The number of reportable customer accidents per one million customers (12-month rolling average).



## Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 200,000 hours worked (12-month rolling average).



## Train Derailments and Collisions

The number of mainline train derailments and mainline train collisions.

	2022	2023	2024	2025 YTD
Train Derailments	2	0	0	0
Train Collisions	0	0	0	0

## Prevention Metrics (Leading Indicators)

### Training for First Responders and Employees, and Customer & Community Outreach

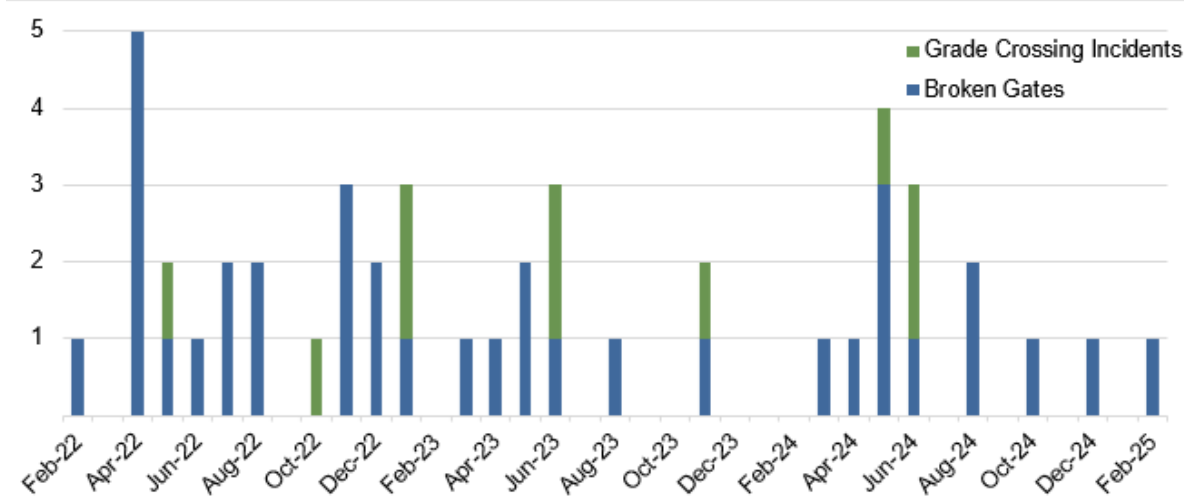
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2023	2024	2025 YTD	
			Target	Actual
First Responders	1,459	1,920	1,000	323
Employees	3,185	3,136	2,500	703
Customers and Community Members	69,984	71,245	40,000	1,235

## Grade Crossing Safety Metrics

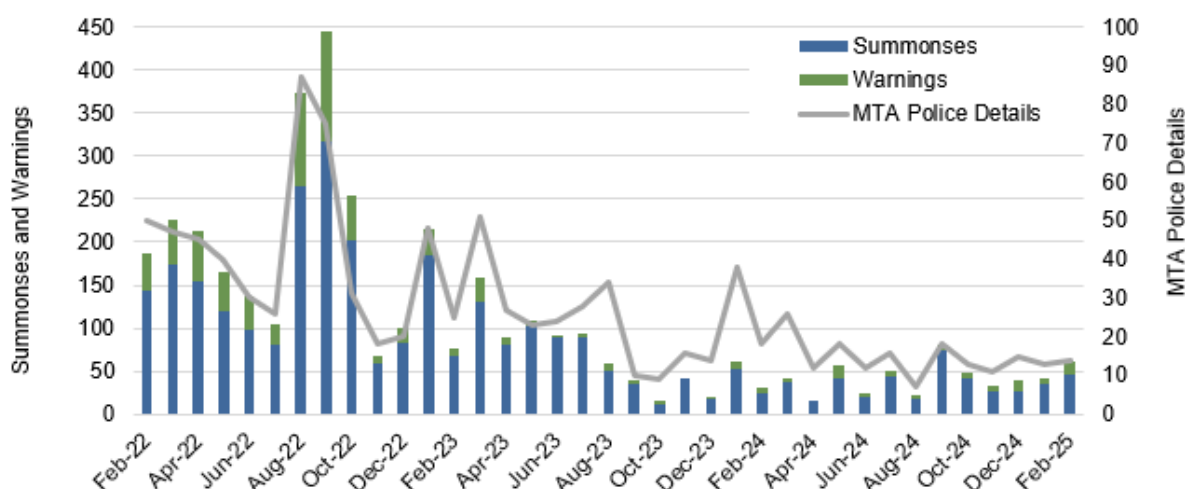
### Grade Crossing Incidents and Broken Gates

Grade crossing incidents occur when railroad on-track equipment and vehicles or pedestrians collide. Broken gates happen when a vehicle breaks a grade crossing gate.



### Summonses, Warnings, and MTA Police Details

The number of summonses and warnings issued to motorists for going around a grade crossing and/or for behavior that puts motorists at risk, and the number of MTA Police details deployed specifically to monitor behavior at grade crossings.



## **New York City Transit**

Subway Customer Accident Rates decreased when comparing the most recent 12-month period to the previous one.

Bus Collisions and Customer Accidents increased, with Collision Injuries decreasing, when comparing the most recent 12-Month period to the previous one.

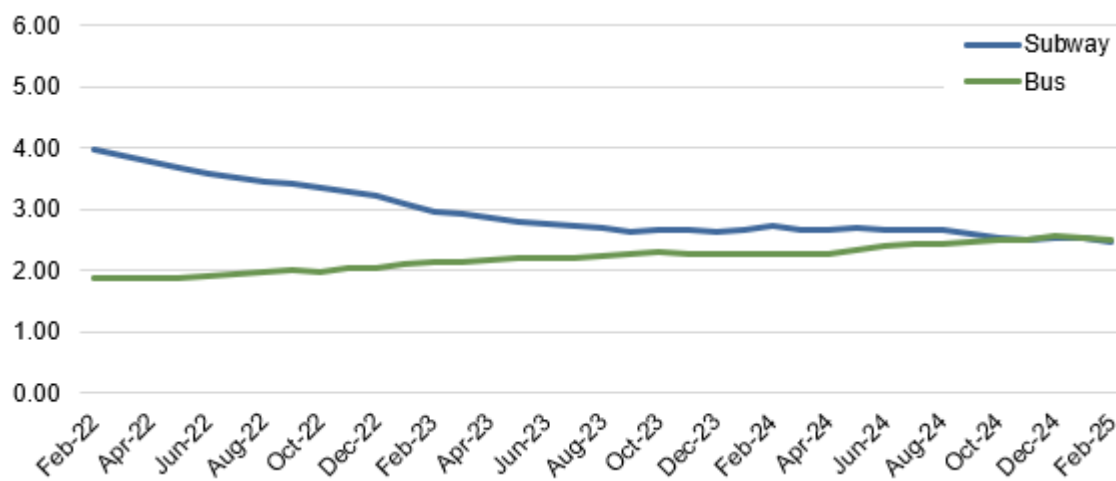
Employee Lost Time Accidents decreased when comparing the most recent 12-month period to the previous one.

For the rolling 12-Month basis, Subway Fires decreased nearly 13% when comparing periods ending March 2025 and March 2024.

## Performance Metrics

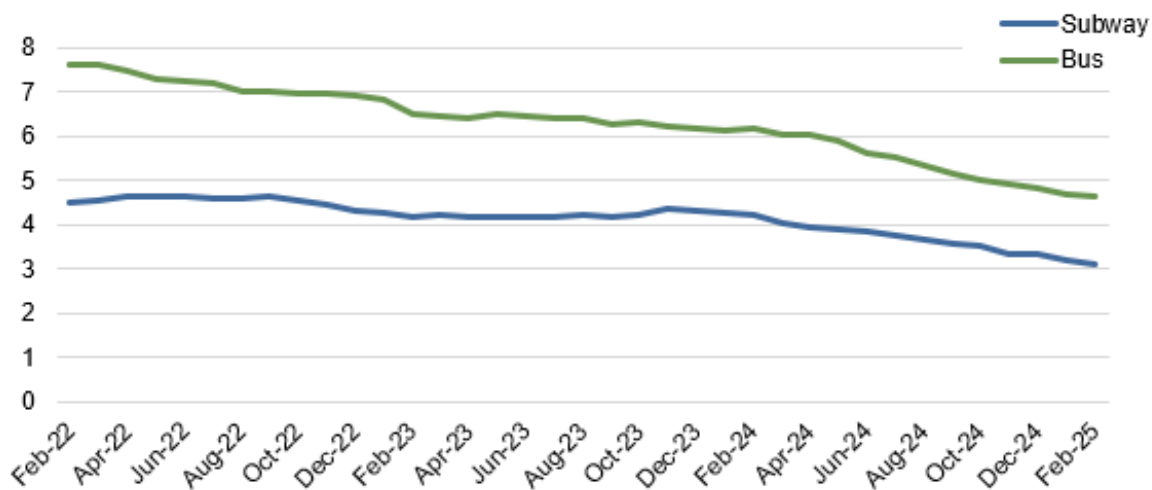
### Subway and Bus Customer Accident Rate

The number of subway and bus customer accidents per million customers (12-month rolling average).



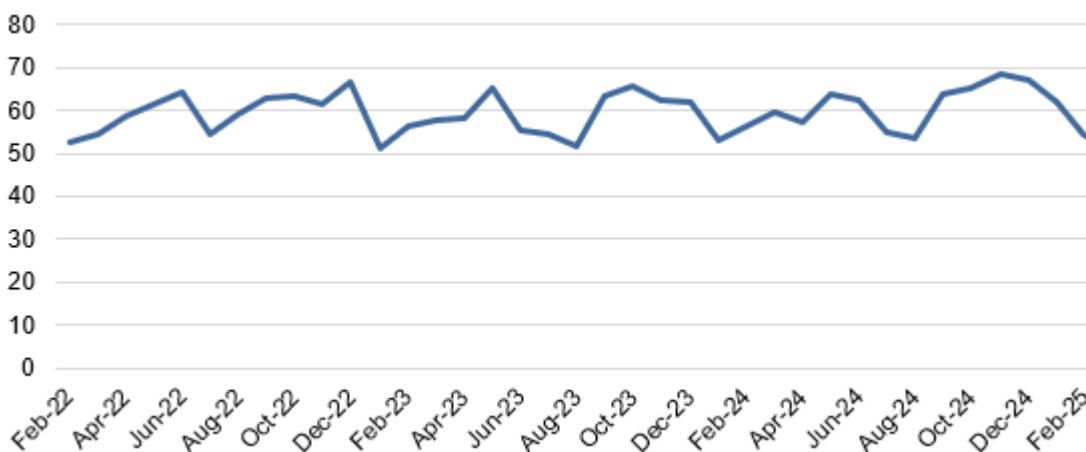
### Subway and Bus Employee Lost Time Injury Rate

The number of employee lost time accidents per 100 employees (12-month rolling average).



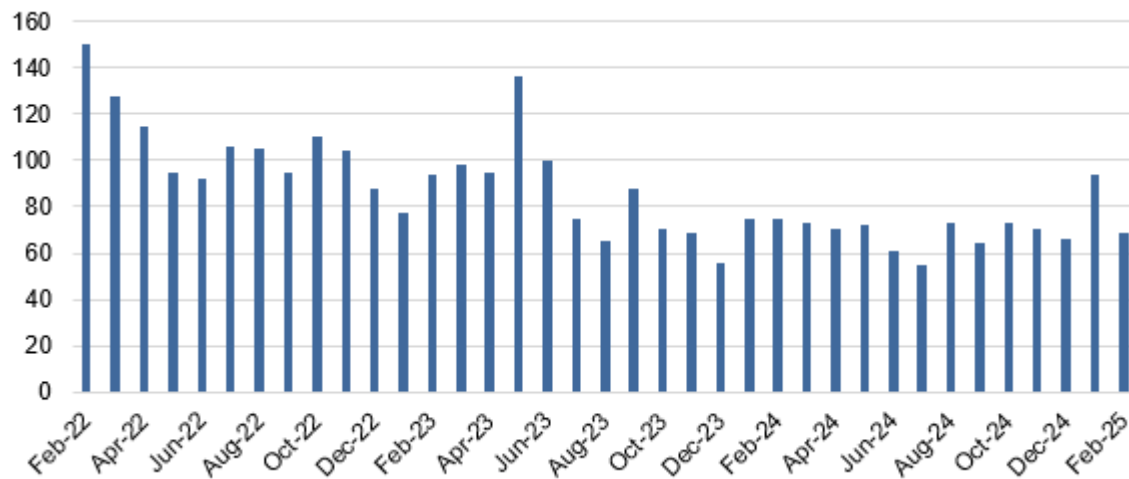
### Bus Collision Rate

The number of bus collisions per million miles.



## Subway Fires

The number of fires in the subway system including along the right-of-way, in stations, and on trains.



## Subway Derailments and Collisions

The number of subway derailments and collisions on the mainline right-of-way and in rail yards.

Year	2022	2023	2024	2025 YTD
Mainline Collisions	0	0	2	0
Yard Collisions	3	0	8	0
Mainline Derailments	1	3	1	1
Yard Derailments	6	3	6	0

## Prevention Metrics (Leading Indicators)

Joint track safety audits review critical on-track safety items such as flagging, third rail, and lighting. Continuous welded rail installations significantly reduced the number of rail joints to lessen the occurrence of broken rails. Friction pad installations reduces broken rail incidents and rail defects. Audible Pedestrian Turn Warning Systems produce an audible voice alert to pedestrians when a bus is making a left- or right-hand turn. Vision Zero Employee Training provides pedestrian safety training to all bus operators.

	2024	2025 YTD	
		Target	Actual
Joint Track Safety Audits Completed	181	330	58
Continuous Welded Rail Installed (Feet)	16,698	15,482	2,315
Friction Pads Installed	44,545	22,750	3,189
Audible Pedestrian Turn Warning Systems Installed	373	400	13
Vision Zero Employee Trainings Conducted	6,588	6,000	992

## **MTA Bridges and Tunnels**

Over the past few years, TBTA has made significant strides in improving roadway safety, particularly in reducing customer collisions. Year-over-year data reflects a consistent and encouraging downward trend in both total collisions and those resulting in customer injuries—even as traffic volumes across our crossings have continued to rise. In the past year alone, we achieved an 11.5% reduction in overall collisions and an impressive 25.8 decrease in injury-related collisions.

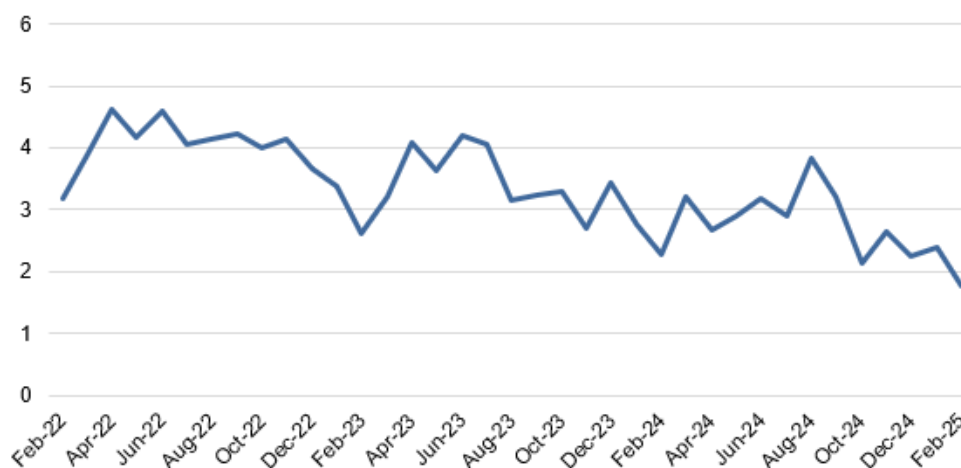
These results are a testament to our ongoing commitment to safety. We continue to implement targeted projects and initiatives aimed at enhancing the traffic environment. Guided by our three “E” (engineering controls, education, and enforcement), that include improved signage, real-time information systems, region-wide messaging campaigns, and strengthened traffic management and enforcement, we continue to enhance our customer safety.

Together, these measures support a safer, more efficient experience for all our customers.

## Performance Metrics

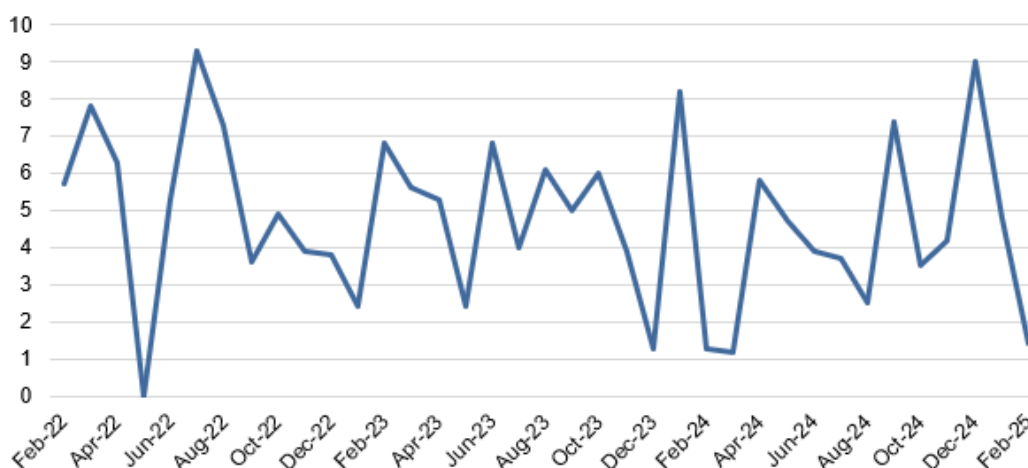
### Customer Collision Rate

The number of customer vehicle collisions per one million vehicles.



### Employee Lost Time Injury Rate

The number of employee lost time accidents per 200,000 hours worked.



## Prevention Metrics (Leading Indicators)

Workforce development provides safety and skills training to all operations, maintenance, and staff personnel. Safety task force inspections are conducted at each facility to improve customer and worker safety. Fire code audits include reviews of fire prevention activities and firefighting and suppression equipment, as required by the NY Uniform Fire Prevention Code. FDNY liaison visits include FDNY facilities tours to become familiar with fire equipment available in structures and buildings.

	2023	2024	2025 YTD	
			Target	Actual
Workforce Development	1065	260	480	137
Safety Task Force Audits	14	10	14	0
Fire Code Audits	14	10	14	0
FDNY Liaison Visits	28	22	28	0

## MTA Construction & Development

MTA Construction & Development (C&D) manages third-party capital construction across all MTA agencies, including Metro-North Railroad, Long Island Railroad, New York City Transit, and Bridges & Tunnels, as well as integrated "mega" projects (Second Avenue Subway Phase 2, Penn Station Access, and Harold Interlocking). C&D Safety monitors all reported contractor incidents, including those classified as lost time and recordable for all capital projects, to identify trends related to work-related occurrences.

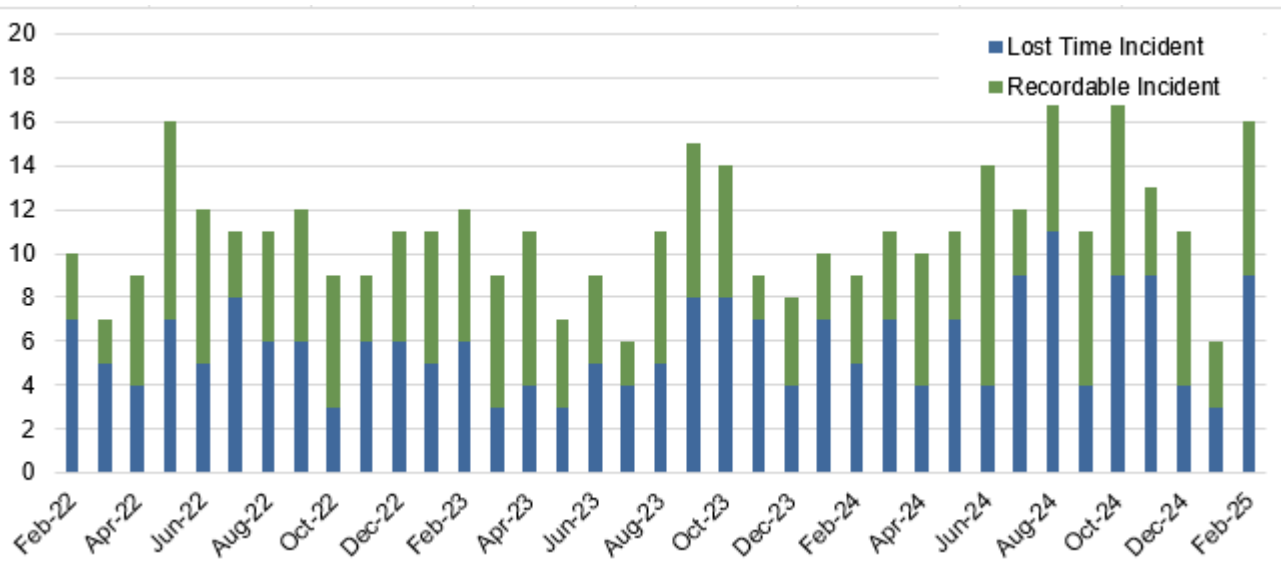
Initiatives currently underway within Construction & Development:

- C&D continues its outreach with our regional sister agencies, construction stakeholders, and organizations like the Building Trades Employers' Association (BTEA) and General Contractors Association (GCA) to review and discuss C&D trends and possible collaborations. C&D Safety is continually collaborating with MTA Risk and OCIP to identify projects and contractors demonstrating negative observational trending as identified through the project safety inspection process. Project teams are advised of the findings and work with C&D Safety and OCIP to implement corrective actions and strategies.
- C&D has successfully advanced the implementation of its observation-based safety approach with our interim software, as outlined in the SMS, and now leverages data from hundreds of weekly inspections to monitor safety performance actively across all projects and participants. This proactive strategy prioritizes leading indicators, allowing the team to identify potential issues early and intervene before incidents occur. Through continued collaboration with our third-party inspector group and OCIP, C&D has enhanced its ability to track and analyze safety trends in real-time efficiently through a shared digital tool. This data-driven insight has enabled more precise and timelier outreach to specific contractors and project teams, resulting in targeted improvements and measurable gains in safety performance. As a result, overall safety awareness, engagement, and on-site behaviors have shown a marked and sustained improvement.
- C&D continues strengthening its outreach and collaboration with regional sister agencies, construction stakeholders, and industry organizations such as the Building Trades Employers' Association (BTEA) and the General Contractors Association (GCA). These ongoing engagements provide a valuable forum for sharing C&D safety trends, exchanging best practices, and exploring opportunities for joint initiatives. Within the MTA, C&D Safety works closely with MTA Risk and OCIP to proactively identify projects and contractors exhibiting negative observational trends through the safety inspection process. Once identified, project teams are promptly informed and collaborate with C&D Safety and OCIP to develop and implement targeted corrective actions. This coordinated approach has been met with positive feedback from contractors and project staff, who appreciate the transparency, support, and shared commitment to improving safety outcomes across the board.

## Performance Metrics

### Contractor Lost Time and Recordable Incidents

*Lost time incidents measure the number of contractor safety-related incidents leading to lost time. Recordable incidents measure the number of safety-related incidents recorded that do not result in contractor lost time.*



*The number of serious safety-related incidents.*

	2024	2025 YTD
Struck by / Against	0	0
Slips, Trips, Falls	0	0
Electrical Shock	0	0
Laceration	0	0

## Prevention Metrics (Leading Indicators)

### Inspections and Audits

*The number of inspections and audits performed at construction sites. Inspections are conducted in-house (internal) and by third-party safety consultants and Owner Controlled Insurance Program teams (external).*

	2024	2025 YTD
Inspections and Audits - Internal	2,890	527
Inspections and Audits - External	9,001	1,782

**MTA Safety Committee**

# **Key Security Metrics**

April 28, 2025

# Long Island Rail Road

LIRR Office of Security proactively monitors locations based upon information developed through coordination with MTAPD, LIRR employees, Community complaints/concerns, Quality of Life issues, current trends, as well as information pulled from other sources. OOS is actively involved in the MTA's counter terrorism, crime reduction, public and employee safety efforts providing real time surveillance and information as well as providing valuable forensic data during the investigative processes.

The Office of Security focuses on the public facing areas at terminals and stations, key areas along the right-of-way, grade crossings, and at all LIRR yards and storage/employee facilities. The Office of Security's Command Centers has access to over 16,000 cameras installed throughout the railroad's operating area and onboard all LIRR trains. OOS continues to strategically add cameras and access control to the system to enhance customer and employee safety and to protect LIRR assets and properties. OOS also utilizes access control technologies and alarm systems, which are further supported by analytics applied to specific scenes, that assist in the identification of problematic areas where individuals may illegally enter to commit acts that adversely affect LIRR customers and employees.

Using information developed through scheduled meetings and site assessments with LIRR departments, i.e. Stations, Engineering, etc. along with MTA PD, as well as factoring in public complaints, Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness and Quality of Life issues, assisting with the identification of conditions and individuals in need of assistance. When Office of Security personnel observe possible conditions, they work with the MTA PD and LIRR Departments to address and correct the condition(s).

LIRR Security Staff conducts security assessments utilizing CPTED (Crime Prevention Through Environmental Design) at LIRR properties, such as station buildings, facilities, and yards. Utilizing the available data, Security Personnel apply their intrinsic knowledge of the LIRR, current threat-based trends, reported crimes and conditions, and their specialized training to determine if current security mitigations are sufficient to address identified security needs.

The LIRR Drone program is staffed with three Pilots and three Drones in its fleet. In 2024, LIRR Office of Security completed 11 drone assessments and surveys. The Office of Security's Drone program is available 24/7 to assist in emergency response, as well as provide support to departments conducting surveys and assessments. To date, the LIRR Office of Security has completed various aerial inspections and assessments of the right of way, stations, and yards. Office of Security is equipped to fly during day and night operations with Infrared and broadcasting/streaming capabilities.

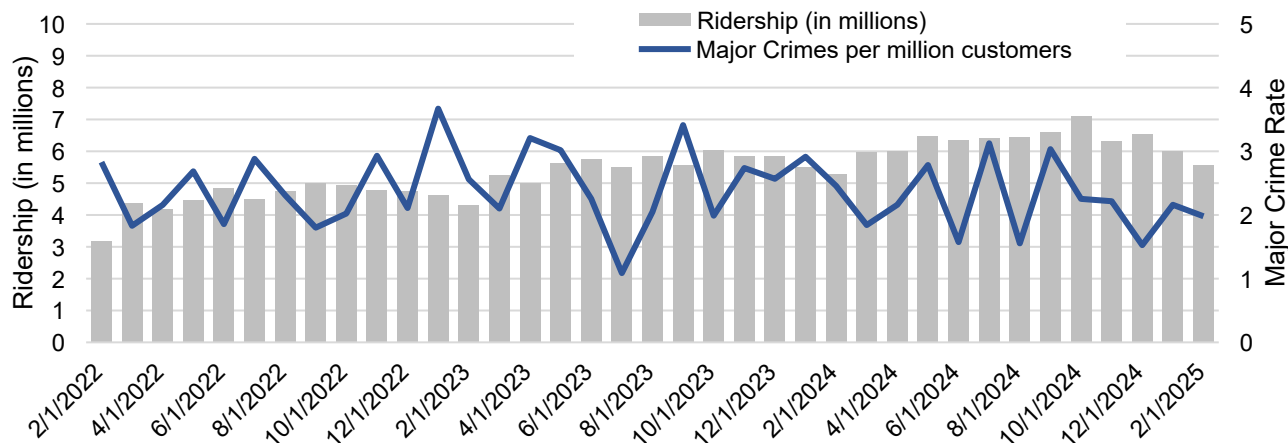
LIRR Office of Security monitors employee workplace violence incidents and looks for potential enhancements or mitigations to prevent future occurrences. MTA/LIRR is addressing prevention of worker assaults in the following ways:

- Continual reviews to update programs to improve WVPP (Workplace Violence Prevention Program) training presented at new hire orientation
- Established regular ongoing meetings with MTA PD to review Workplace Violence incidents and address mitigation efforts
- Engage with employees, increase awareness and knowledge of the Workplace Violence Prevention program through Employee Meet and Greets
- Established Workplace Violence Working Group to review Workplace Violence incidents, discuss improvements to the investigations process and the program
- To coincide with Workplace Violence Prevention Awareness Month (April) - Office of Security will host a series of events throughout the month of April to engage with employees and promote awareness of the Workplace Violence Prevention Program

LIRR continually researches security technologies to address both physical security devices and security applications to ensure LIRR security systems remain current and viable, keeping in mind the fiscal responsibilities to the agency. LIRR Office of Security continues to push forward to enhance camera coverage at our stations, yards, and facilities.

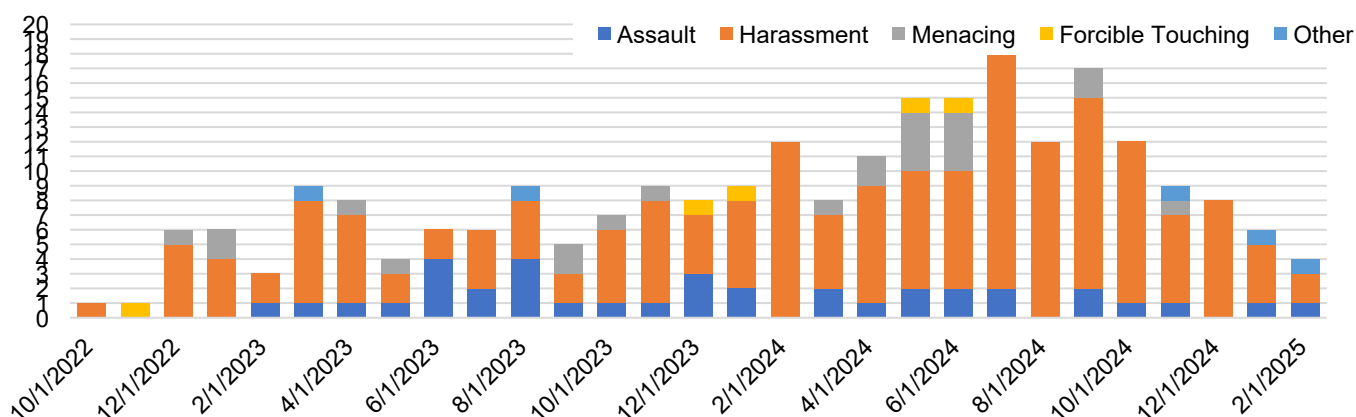
## Major Crimes Against Customers

The rate of all major crimes (murder, rape, robbery, felony assault, grand larceny) against customers, per million customers



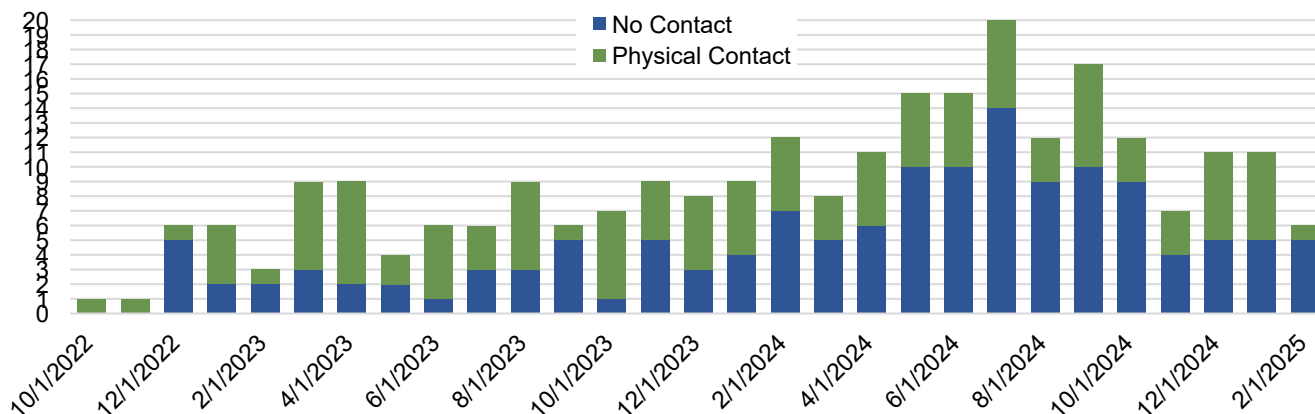
## Workplace Violence Against Employees – Penal Law<sup>1</sup>

The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by MTAPD, per NYS Penal Law (Categorized by Assault, Harassment, Menacing (And Related Offenses), Forcible Touching, and Other)



## Workplace Violence Against Employees – Labor Law

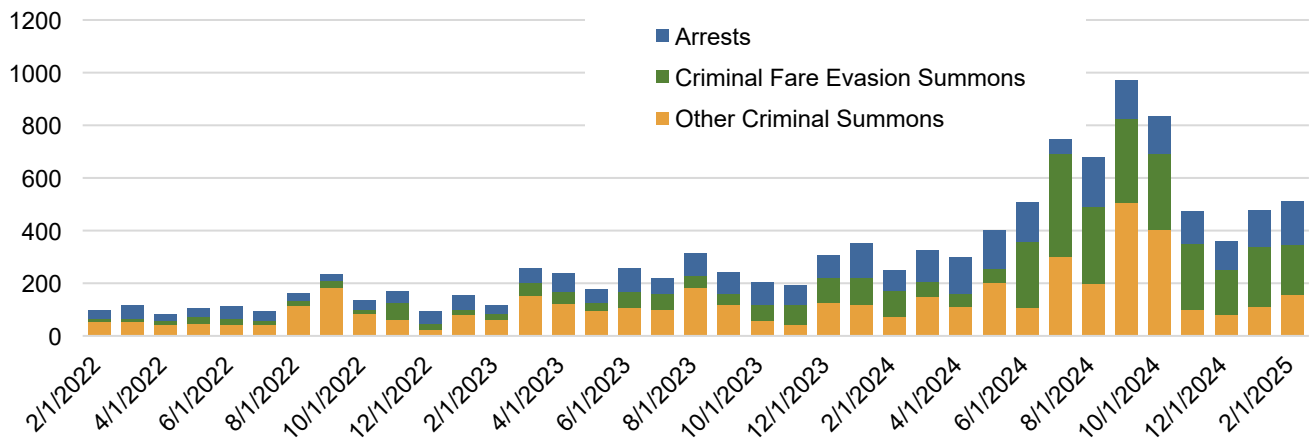
The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by LIRR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



1. MTAPD became the primary railroad workplace violence penal law source as of 10/2024. Data prior to this date will have additional security records added. Updated data will be reflected at the subsequent committee meeting.

## Summonses and Arrests

*The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department*



# Metro-North Railroad

The Metro-North Railroad (MNR) Security Department (Security) continues to support MNR Operations and the MTA Police Department. As the dependency on video surveillance continues to rise, MNR Security continues to expand its video surveillance footprint. On a regular basis, video camera locations are added to MNR Security video network which now exceeds 16,000 cameras. Support of MNR Operations and MTAPD is enhanced through use of a state-of-the-art video management system which allows for immediate video distribution to specific individuals using cloud-based technology. MNR Security's unique and advanced ability to manage and protect video ensures all requested video is secured, archived, and rapidly distributed.

MNR Security takes great pride in managing the Workplace Violence Prevention Plan (WVPP). Since 2016, MNR Security has investigated every instance of reported Workplace Violence (WPV). MNR Security has identified that WPV incidents onboard the trains involving train crews and passengers are the most prevalent location for WPV to occur. MTA/MNR is addressing prevention of worker assaults in the following ways:

Running a de-escalation training program for new and existing conductors. 100% of Conductors received this training in 2024. All new MNR employees are given in-person De-escalation techniques training as part of the Security Basics module at New Hire Orientation.

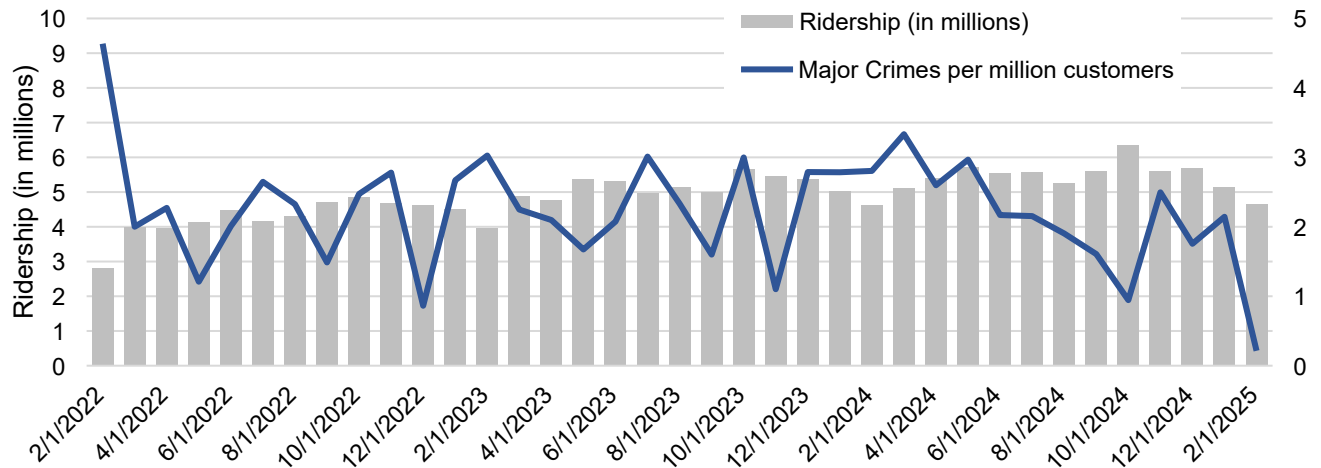
Weekly meetings with MTAPD, MNR Transportation, and Labor Unions to discuss issues regarding operational security. They identify specific trains where MTAPD can deploy officers to address specific trouble-making individuals or specific stations where incidents have occurred that need law enforcement.

Expanding the MTAPD train patrol program footprint to touch more trains, especially those during rush hours or with persistent issues. The results have been overwhelmingly positive for both train crews and customers.

MNR Security continues to enhance programs and initiatives related to crime reduction, enhanced customer and employee safety, and improved customer experience.

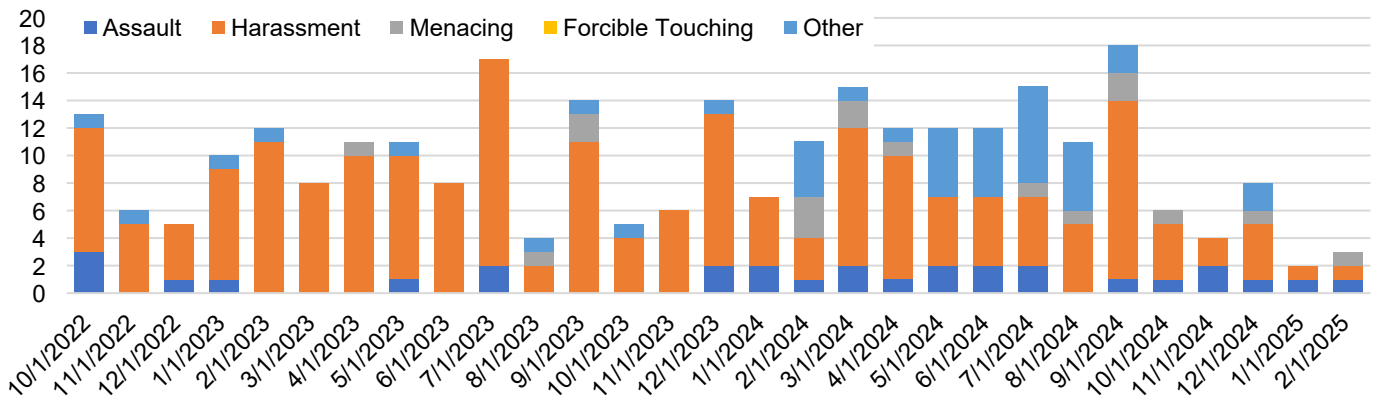
## Major Crimes Against Customers

The rate of all major crimes (murder, rape, robbery, felony assault, grand larceny) against customers, per million customers



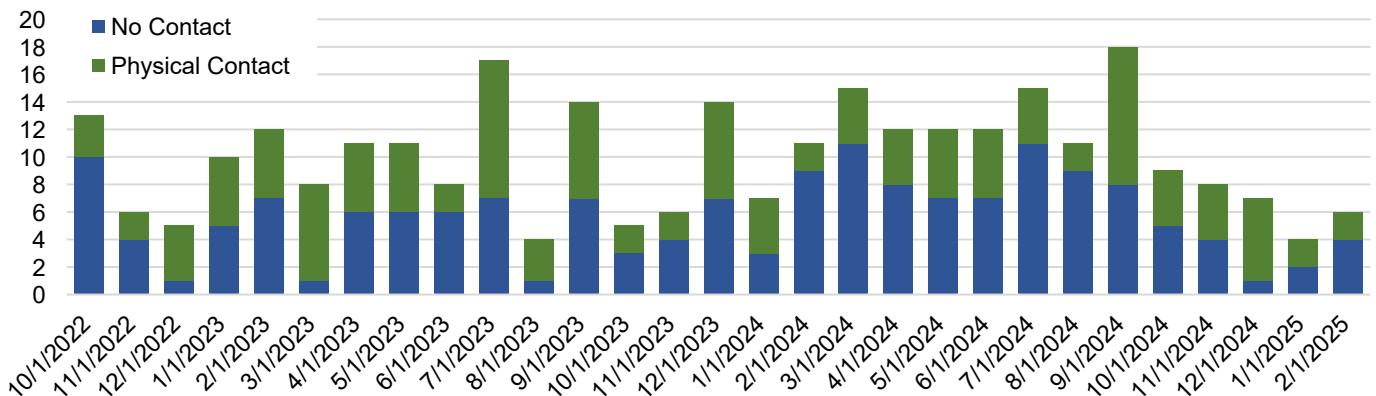
## Workplace Violence Against Employees – Penal Law<sup>1</sup>

The number of reported Workplace Violence Cases against MNR employees and other MTA employees on MNR property, recorded by MTAPD, per NYS Penal Law (Categorized by Assault, Harassment, Menacing (And Related Offenses), Forcible Touching, and Other)



## Workplace Violence Against Employees – Labor Law

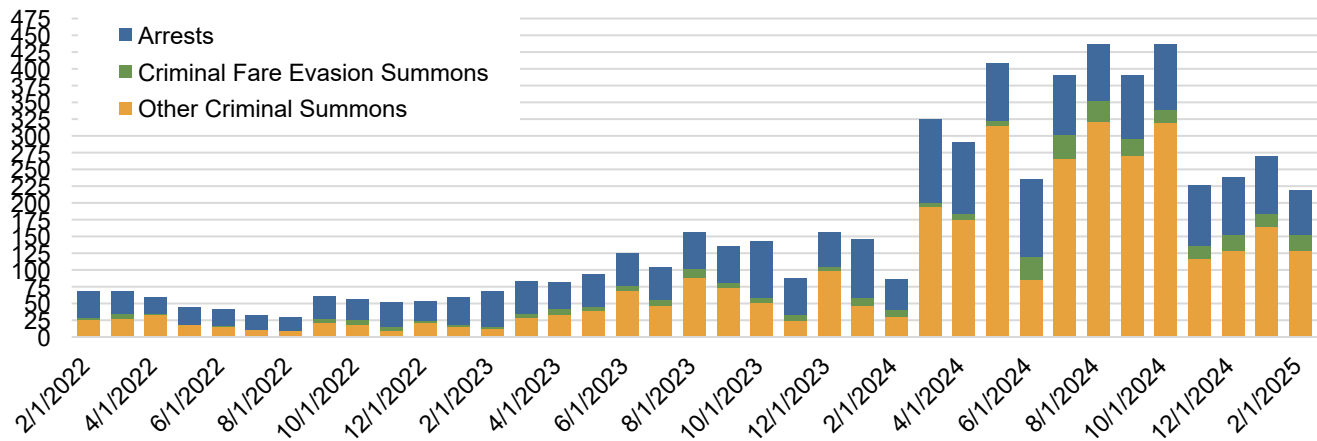
The number of reported Workplace Violence Cases against MNR employees and other MTA employees on MNR property, recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



1. MTAPD became the primary railroad workplace violence penal law source as of 10/2024. Data prior to this date will have additional security records added. Updated data will be reflected at the subsequent committee meeting.

## Summonses and Arrests

*The number of criminal summonses issued for fare evasion, the number of criminal summonses issued for other infractions, and the number of arrests made by the MTA Police Department*



# New York City Transit

In February 2025, Major Felony Crime was down 9% month-over-month and down 16% versus February 2024. Crime decreased 23% when compared to the 2024 monthly average. Crimes per Million Rides decreased 4% in February 2025 (versus January 2025) and was down 13% versus February 2024. Further, Crimes per Million Rides were down 18% versus the 2024 monthly average.

The drop in crime in February continues the strong start to 2025. Our collaborative efforts to combat crime patterns within our transit system have continued to show effect month over month. We, at the MTA, will continue to work with our law enforcement partners on quality of life (QoL) and crime control initiatives and hope to see this downtrend continue throughout 2025.

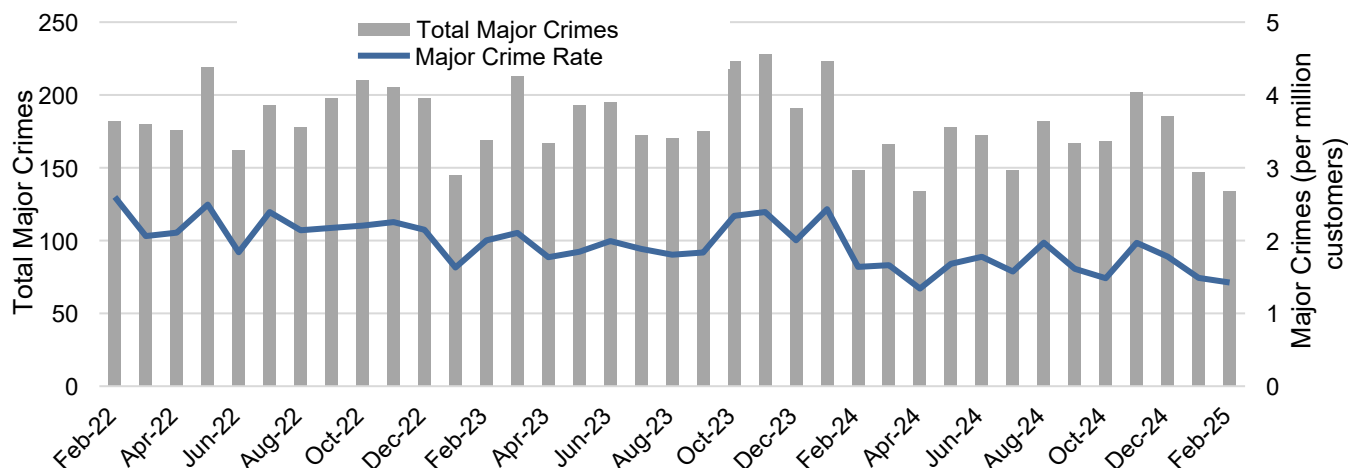
Workplace Violence cases against employees for 2025 YTD are down 14% v. the equivalent period in 2024. NYS Penal Law Assaults for 2025 YTD are down 4.3% v. the equivalent period in 2024. MTA/NYCT is addressing prevention of worker assaults by the following:

- Implementing On-Board Video Systems
- Piloting Bus Operator Physical Protective Measures
- Expanding Bus Fare Evasion Prevention
- Enhancing Customer Messaging
- Obtaining lessons learned from Bus Operators (Focus Groups)
- Collaborating with labor management committees
- Conducting Employee De-escalation Training
- Tracking cases and following-up with District Attorney Offices to ensure worker assault cases are given focus/attention
- Banning of offenders from the transit system
- Providing de-escalation training

In addition, NYCT continues to innovate internal programs as well as partner with NYPD and MTAPD on initiatives geared towards overall crime reduction, enhanced customer and employee safety, and improved customer experience.

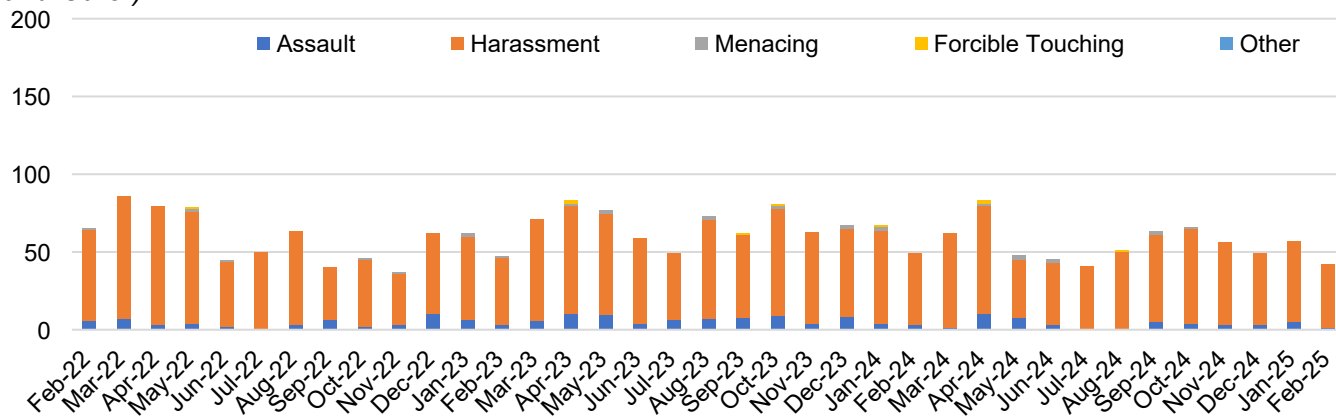
## Major Crimes Against Subway Customers

The rate of all major felonies (burglary, murder, rape, robbery, felony assault, grand larceny) against subway customers



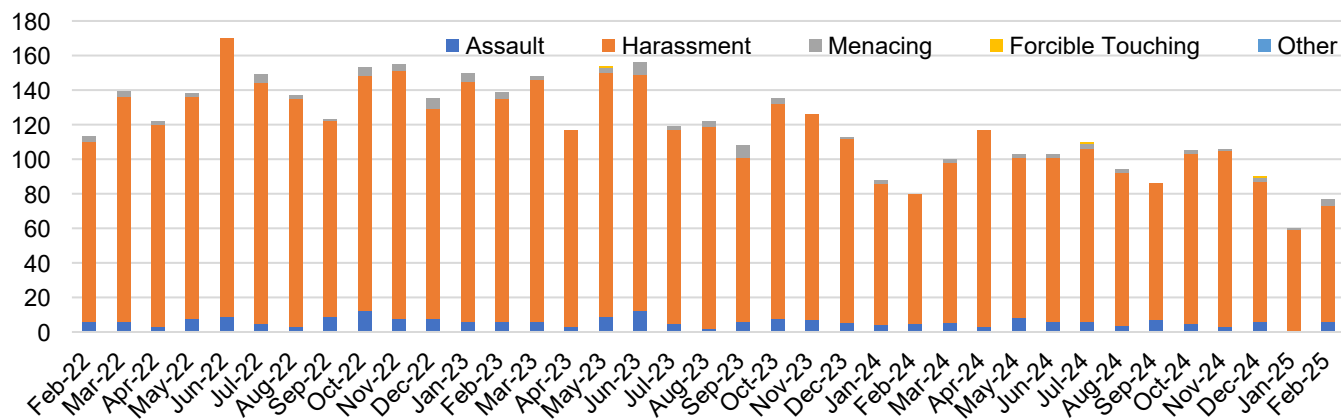
## Workplace Violence Against Subways/SIRTOA Employees – Penal Law

The number of reported Workplace Violence Cases against Subways/SIRTOA Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



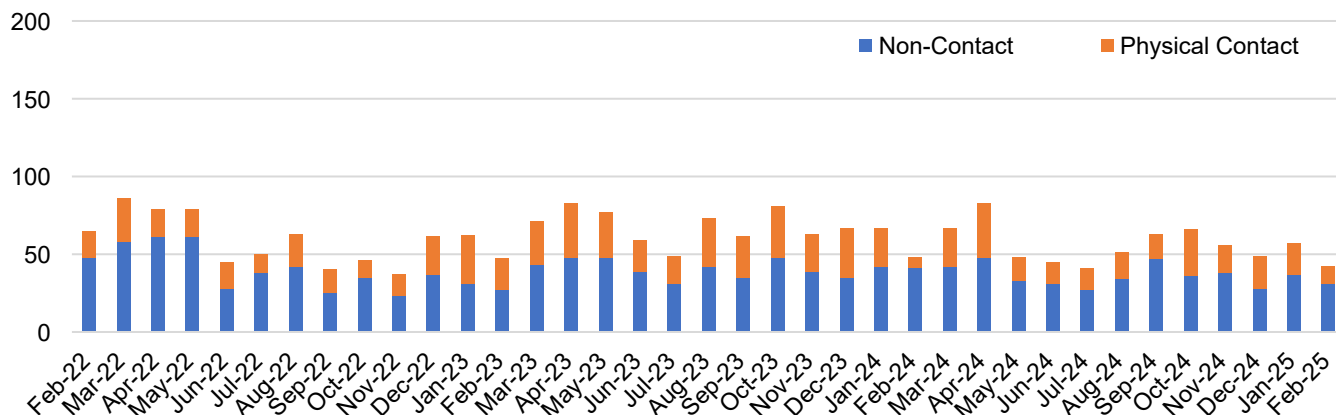
## Workplace Violence Against Bus Employees – Penal Law

The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



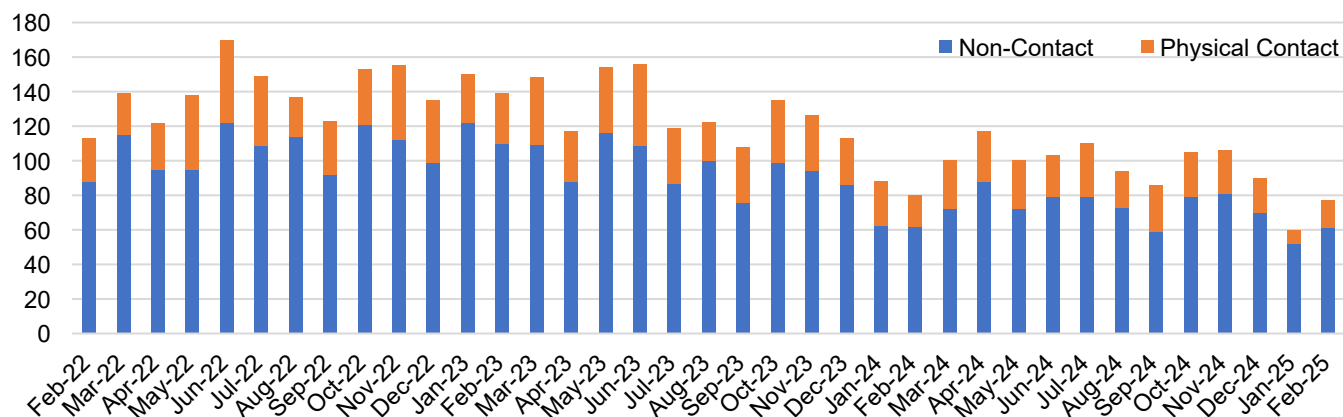
## Workplace Violence Against Subways/SIRTOA Employees – Labor Law

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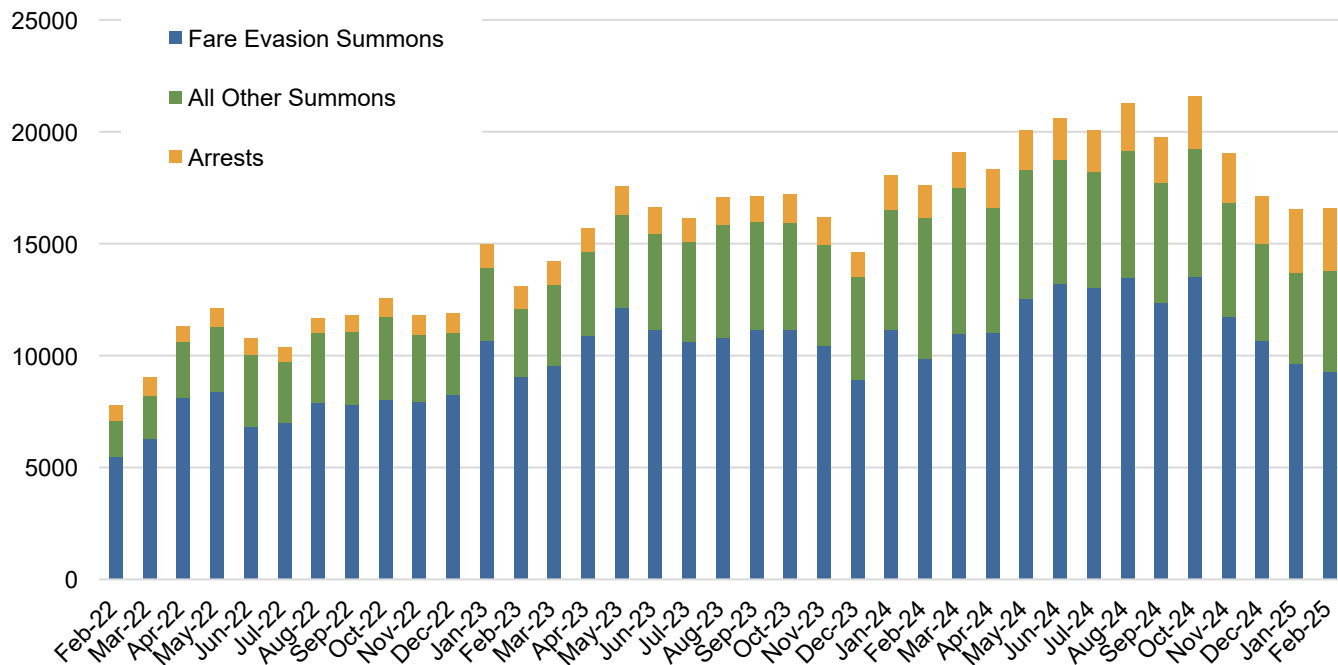
## Workplace Violence Against Bus Employees – Labor Law

The number of reported Workplace Violence Cases against Bus Employees recorded by NYCT Security per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



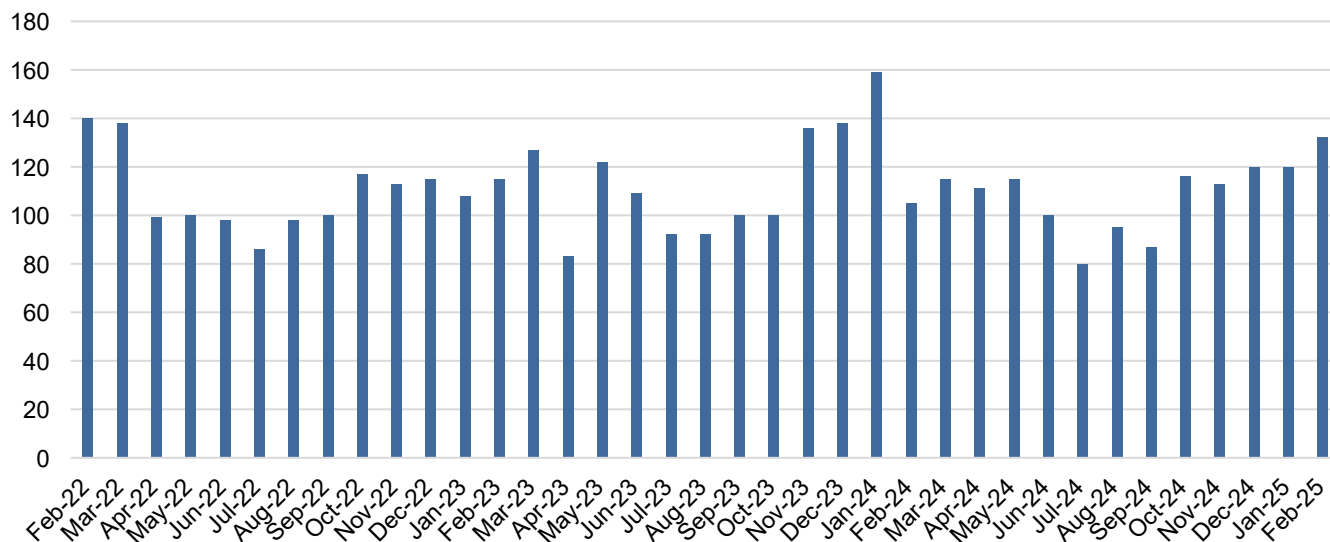
## NYPD Summonses and Arrests

The number of summonses issues for fare evasion (Transit Adjudication Bureau + criminal); the number of summonses issues for other infractions; the number of arrests made by NYPD



## Track Intrusion Incidents

The number of incidents in which a non-authorized person is on or about subway tracks, hindering subway operations



# MTA Bridges and Tunnels

## MTA Bridges & Tunnels Achievements in Q4 2024

### **Toll Evasion and Persistent Toll Violators (PTV):**

Revenue protection and recovery remains a top priority for B&T, with a 328% increase in New York State vehicle registrations interdicted compared to Q4 2023. Vehicle interdictions for out-of-state registrations increased by 425% compared to Q4 2023.

### **Targeted Enforcement:**

Increased targeted enforcement efforts authority-wide resulted in a 29% increase in total summonses issued compared to Q4 2024 including a 111% increase in criminal court summonses compared to Q4 2023.

### **Counterfeit and Covered/Obstructed Plates Enforcement:**

MTA B&T continues to work closely with regional stakeholders in combating counterfeit and covered, or obstructed license plates. Multi-agency enforcement efforts resulted in a 2% decrease from 4th Quarter 2023.

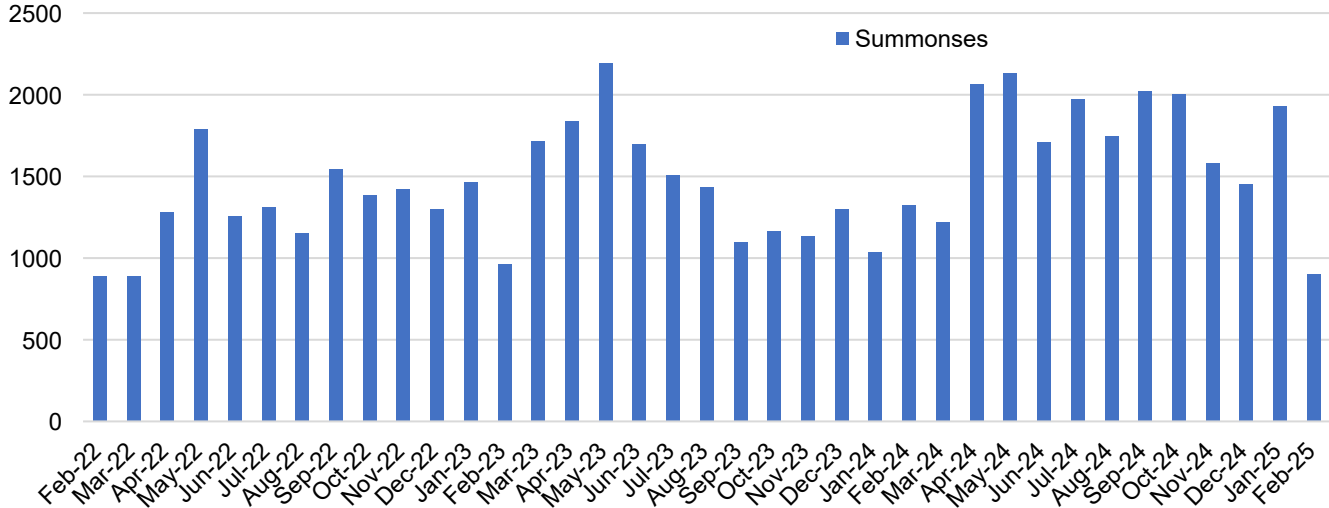
### **Collision Reduction Efforts:**

Collisions authority-wide have decreased by 25.2% compared to Q4 2023, however collisions with injuries have not changed during the same period.

MTA Bridges & Tunnels continues to outpace previous enforcement efforts when targeting persistent toll violators and counterfeit, covered, or obstructed license plates. The results of these efforts not only recover revenue to support the vital MTA infrastructure, they reduce the number of unregistered and uninsured “ghost” vehicles on our roads.

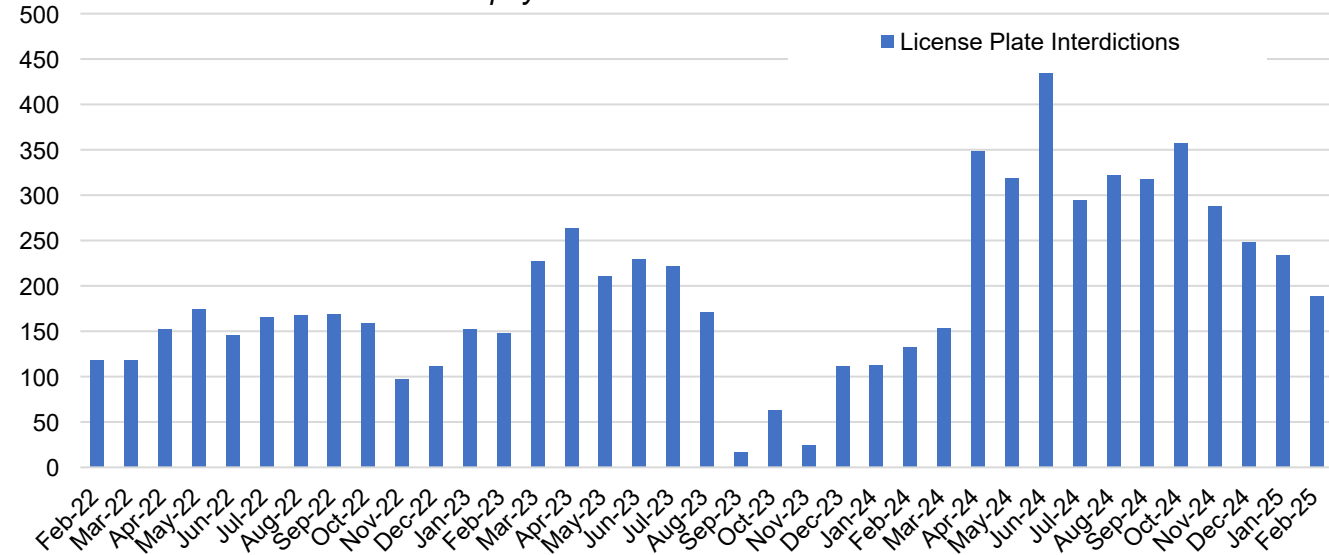
## Bridges and Tunnels Summonses

All summonses issued by B&T Officers for violations including covered/obstructed plates, moving violations, etc.



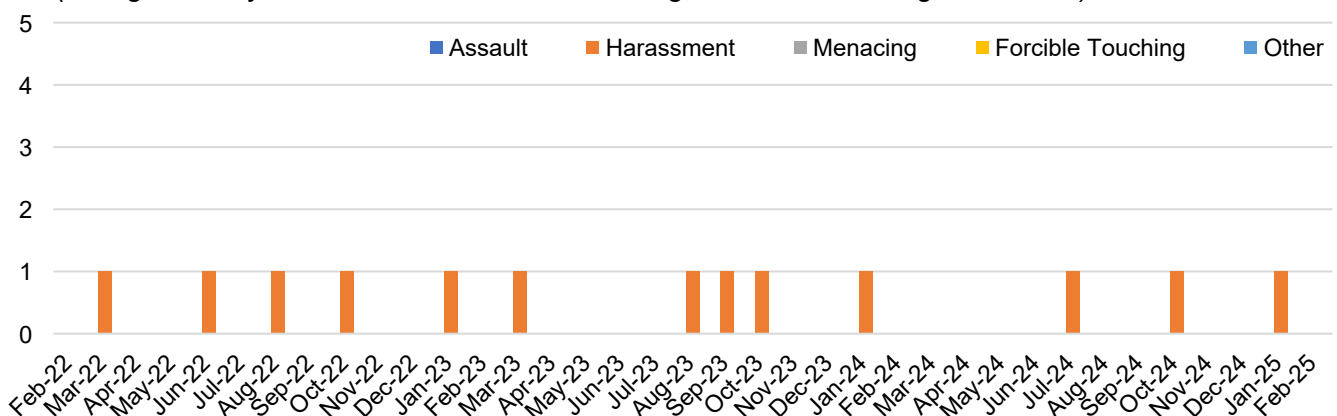
## Bridges and Tunnels License Plate Interdictions

Vehicles remanded for tow due to non-payment of tolls.



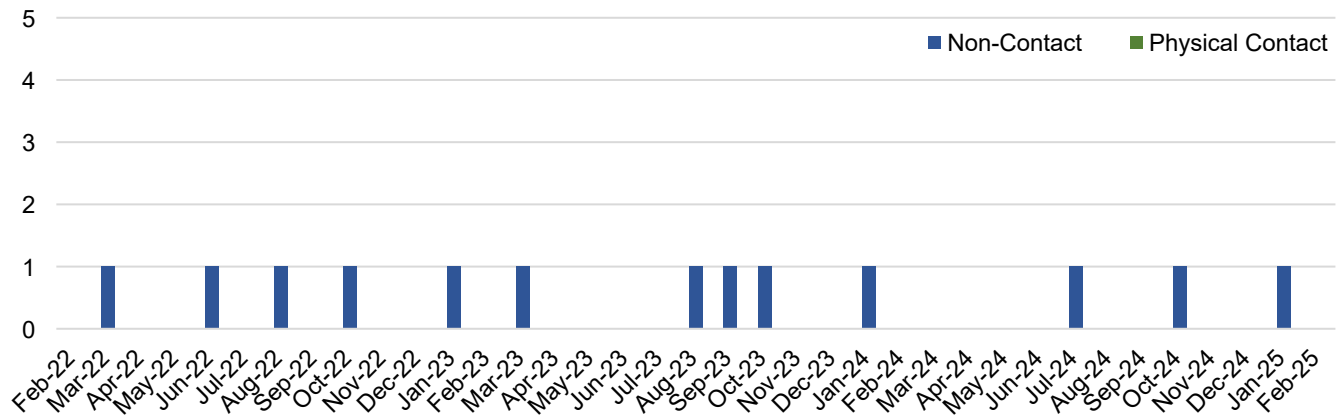
## Workplace Violence Against Employees – Penal Law

The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTOs, per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).



## Workplace Violence Against Employees – Labor Law

*The number of reported Workplace Violence Cases against B&T employees, contractors, and other MTA employees on B&T property, recorded by B&T Security and BTIOs, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)*





# MTA Police Department

The Metropolitan Transportation Authority Police Department (MTA PD) is a dedicated force of approximately 1305 sworn officers tasked with patrolling the MTA region, which includes the Long Island Rail Road (LIRR), Metro-North Railroad (MNR), and the Staten Island Railway. The MTA PD also supplements the New York City Police Department (NYPD) in the NYC subway system and assists MTA Bridge and Tunnel Officers on various MTA bridges and tunnels. The core mission of the MTA PD is to ensure the safety and well-being of the riding public and MTA employees by reducing crime and the fear of crime, enhancing the quality of life, providing safe passage, and securing MTA properties against violent acts. The department performs a range of critical functions, including responding to service calls, investigating crimes, managing traffic, and assisting other law enforcement and first responder agencies during emergencies.

## MTA Police Department Achievements in Jan/Feb 2025

### Enhanced Enforcement and Arrests:

Continued focus on fare evasion, resulted in a 42.9% increase in summonses issued and a 100% increase in fare evasion arrests compared to the same period in 2024. This uptick reflects an ongoing commitment to maintaining order in the MTA system.

### Co-response Initiative:

The co-response initiative, which pairs MTA PD with other agencies to assist homeless individuals and those in crisis at the end-of-line stations and offer shelter and services, continues to see positive outcomes, with 1,199 individuals referred to shelters and psychiatric services in Jan/Feb.

### Increased Train Patrols:

Train patrols increased by 22.3% compared to the same period in 2024, especially in high-traffic stations and areas with increased ridership.

### Support for Fare Evasion Policy:

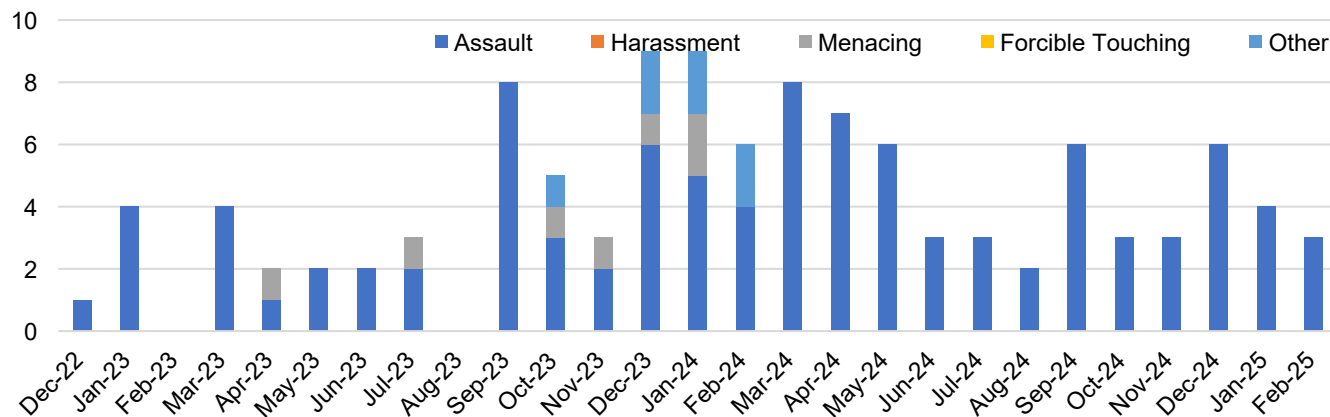
In support of the ongoing fare evasion policy, MTA PD responded to over 1,587 fare evasion calls, and assisted LIRR and MNR to ensure seamless implementation of the new policy.

The MTA PD's efforts in Jan/Feb 2025 highlight their commitment to maintaining safety, order, and security across the MTA transportation network, ensuring a safer and more pleasant experience for all passengers and employees.



## Workplace Violence Against MTA PD Officers – Penal Law

*The number of reported Workplace Violence Cases against MTAPD Sworn Officers per NYS Penal Law (Categorized by Assault, Harassment, Menacing, Forcible Touching, and Other).*





# Safety Committee Meeting

## MTA Bridges and Tunnels Safety Indicators

Reducing Customer Collisions

April 28, 2025



## Reducing Customer Collisions

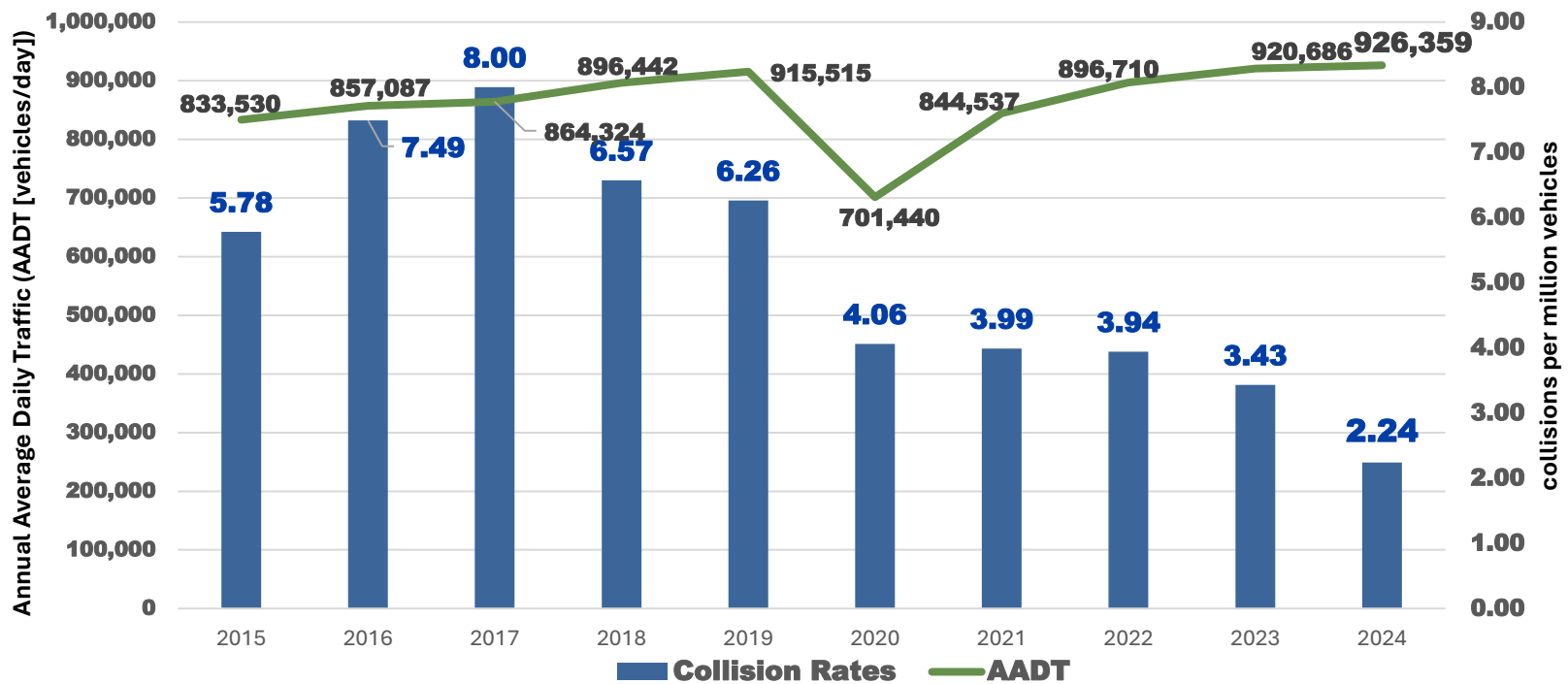
**We continuously monitor and assess trends in overall collisions and collisions with injuries to pro-actively identify the need for intervention.**

**Along with regularly checking for increases, we also identify “collision-prone locations” and reasons for them so we can implement mitigation measures.**





## Authority-Wide Collision Rates and Annual Average Daily Traffic (2015-2024)





## Three “E”s for Customer Safety

- ✓ Engineering Controls
- ✓ Education
- ✓ Enforcement



## Engineering Controls

Construction & Development's initiatives (VNB & BWB).

Enhance traffic operations and customer safety.

### **Bronx Whitestone Bridge Southbound Queens Approach Roadway Improvement**



75% reduction in vehicular collisions

### **Verrazzano-Narrows Bridge Belt Parkway Widening Improvement**



30% reduction in vehicular collisions



## Education

**Communicating via electronic Variable Messaging Signage (VMS).**

**Providing real-time information on roadway closures and conditions through signage with our regional partners like Transcom.**

**Reinforcing to drivers, TBTA staff, and contractors the importance of work zone safety.**





## Enforcement

**Traffic Monitoring**

**Enhanced Roadway Presence**

**Targeted Enforcement Activities**





# Thank You

## Questions?



# Camera Program Update



## MTA Camera Program



**Evidence & Response**



**Identification**



**Operations**



**Strategic Planning**



**Crime Deterrence**

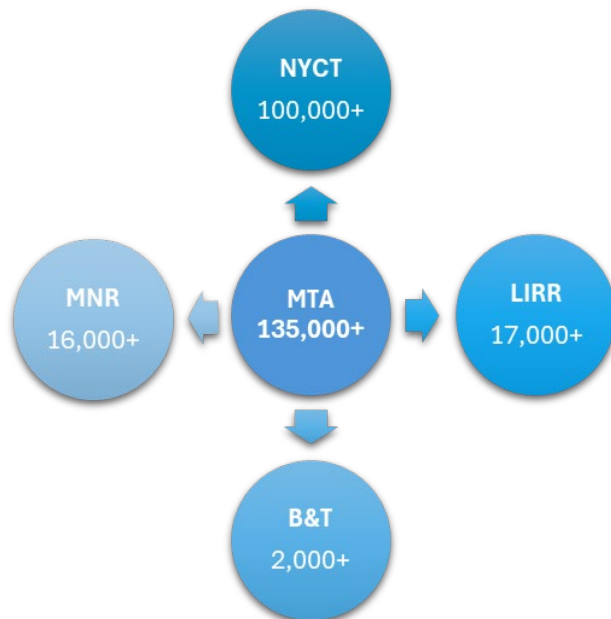


**Vulnerability Reduction**



## Camera Program Update MTA Camera Inventory

**How many cameras do we have?**



**Where are cameras installed?**

stations  
shops  
trains  
depots  
crossings  
yards  
tunnels  
bridges  
buses



## Camera Program Update Overview

### Recent Accomplishments

- Cameras within all Subway Cars
- System-wide Camera Expansion
- Video sharing





# Camera Program Update Overview

## Key Benefits of Video

**Deterrence**

**Sense of Security**

**Investigative Tool**

**Assist public safety**

**Situational Awareness**

**Incident Management**

**Address Challenges**





# Camera Program Update

## Benefits of CCTV in Police Investigations



**LIRR:** Cameras helped identify suspect in a LIRR shooting case.



**NYCT:** Subway and Bus cameras helped NYPD solve cases.



**MNR:** Cameras helped MTAPD identify suspects in a MNR case.

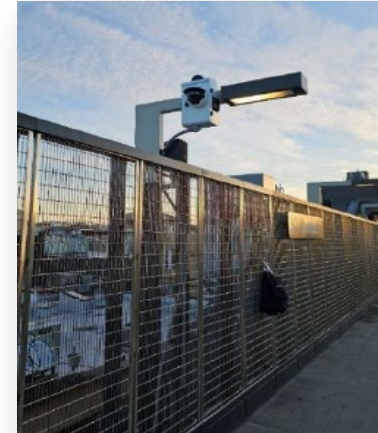


## Camera Program Update Future



### NEXT STEPS

- Conductor Cab Cameras on Subways for Worker Safety
- Replacement and Upgrade of Existing Cameras
- Leverage Technology to optimize use of 135K+ cameras
- Station Camera Expansion





# Thank You

## Questions?