



Metropolitan Transportation Authority

Safety & Security Committee Meeting July 2025

Committee Members

J. Lieber, Chair

D. Mack, Vice Chair

A. Albert

G. Bringmann

N. Brown

M. Fleischer

D. Garodnick

M. Herbst

C. Leathers

B. Lopez

H. Mihaltses

J. Samuelson

L. Sorin

E. Valente

Safety Committee Meeting

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

**Monday, 7/28/2025
9:00 - 9:30 AM ET**

1. Public Comments

2. Committee Administrative and Action Items

a. Approval of Minutes

April 2025 Safety Committee Meeting Minutes - Page 3

b. Safety/Security Committee Work Plan

Work Plan 2025 - Page 7

3. Safety/Security Metrics

July 2025 Safety & Security KPM - Page 9

4. Committee Presentation

C&D Safety Highlights - Page 39

Security Grant Program Update - Page 51

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

**Monday, April 28, 2025
9:00 AM ET**

The following Board Members were present:

**Hon. Janno Lieber, Chair
Hon. David Mack
Hon. Andrew Albert
Hon. Gerard Bringmann
Hon. Norman Brown
Hon. Daniel Garodnick
Hon. Randolph Glucksman
Hon. Marc Herbst
Hon. Blanca Lopez
Hon. Christopher Leathers
Hon. Haeda B. Mihaltses
Hon. Lisa Sorin
Hon. Edward Valente**

The following Board Members were absent:

**Hon. Michael Fleischer
Hon. John Samuels**

The following agency executives were present in person or by video conference:

Carl Hamann, MTA Headquarters (“MTA HQ”)
Michael Kemper, MTA HQ
Ausberto Huertas, MTA Construction & Development (“MTA C&D”)
Justin Vonashek, Metro-North Railroad (“MNR”)
Demetrius Crichlow, MTA New York City Transit (“MTA NYCT”)
Robert Free, MTA Long Island Rail Road (“LIRR”)
Kathryn Falasca, MTA HQ
Tom Taffee, MTA Police Department (“MTAPD”)
Jerry O’Sullivan, NYPD Transit Bureau

Chair Lieber chaired the April meeting and called the meeting to order.

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

PUBLIC SPEAKERS’ SESSION

The following public speakers commented:

Christopher Greif

Ian Matthews*

Jason Anthony

Charlton D'Souza

Bruce Hain

Aleta Dupree*

Jack Connors

David Kupferberg*

Matty Buchys Hyland*

Murray Bodin*

*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 February 24, 2024, Safety Committee meeting were approved.

SAFETY POLICY

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

Mr. Hamann reported that safety metrics across the operating agencies are continuing a downward trend, including employee lost time, customer accidents, track fires, and vehicle collisions on bridges.

Chair Lieber turned it over to Mr. Kemper, Chief Security Officer, for a briefing on the MTA's video camera initiative. Currently, over 135,000 video cameras are strategically deployed throughout the MTA's operating agencies, representing a 13% increase since February 2024. Cameras are both covert and overt, spread across a range of MTA assets including trains, buses, platforms, mezzanines, tunnels, bridges, yards, and shops.

Mr. Kemper explained the potential of using video cameras for predictive prevention with artificial intelligence technology to sense potential incidents on subway platforms in the future. Additionally, the agency is planning to install video cameras in subway conductor cabs to enhance worker safety. Station camera coverage will also increase, beginning with seven Metro-North stations this year.

Chair Lieber commended the operation of retrofitting the entire subway fleet with video cameras within a single year. Chair Lieber reiterated the importance of video cameras in both crime deterrence and investigation, and introduced Kathryn Falasca, MTA's first Criminal Justice Advocate (CJA).

Ms. Falasca discussed her role as a CJA, which was announced by Governor Hochul in March 2024. Since joining the MTA, Ms. Falasca's team has reached out to over 50 agencies and entities, including law enforcement, safety and security departments, general counsel, labor relations, union representatives, victims, and prosecutors.

Ms. Falasca emphasized that the CJA office is a point of contact for victims of criminal activity and clarity in MTA investigative requests and provide sufficient victim support. She announced efforts to expand prevention and support tools for employees including accompanying survivors to court appearances and reforming the MTAPD FOIL process to be more efficient and accessible.

Chair Lieber highlighted the debate around New York's discovery law and how it impacts criminal investigations involving the MTA.

Board Member Albert praised the development of the MTA's video camera system. Board Member Albert mentioned the 2022 mass shooting event at the 36 St D/N/R Station, in which an entire bank of cameras was out of operation. Board Member Albert asked if there is a system to notify the MTA in advance of a camera outage to prevent similar incidents.

Mr. Kemper answered that all operational agencies have a preventive maintenance schedule that exceeds the national industry standard at almost 99% of serviceable operations. Chair Lieber noted that camera issues at the 36 St were identified prior to the incident. Technicians were working on the problem but were unable to address it as a technical reality, not out of neglect.

Board Member Garodnick asked Mr. Kemper to elaborate on the predictive values of AI in video camera surveillance. Mr. Kemper explained that AI can be used to identify erratic behavior and trigger an alert to law enforcement before an incident happens.

Board Member Albert inquired whether the cameras are monitored in real time. Mr. Kemper responded that some are, particularly in the NYCT system, and that 35-40% of cameras in the subway system network are viewed in real time. Mr. Kemper emphasized that access to the camera information is immediate and can prompt a response from law enforcement that ranges from a few minutes to a few hours, depending on the request.

Chair Lieber then introduced Jerry O'Sullivan, Assistant Chief at the NYPD Transit Bureau.

Chief O'Sullivan reported on crime figures for the first quarter of 2025.

Board Member Mihaltses inquired about the fatal stabbing at Brooklyn/Bridge City Hall subway station that occurred on April 25, 2025. Chief O'Sullivan stated that the event occurring during the morning rush hour made it particularly difficult, but that the initial response of the police department was swift due to coordination between the NYPD and MTA employees.

Board Member Bringmann asked if there is a press packet to convey the MTA's efforts in making their public transportation network as safe as possible, in reference to US Department of Transportation Secretary Sean Duffy's comments on the lack of safety within the MTA system.

Chair Lieber remarked that the perception of safety in public transportation is partly attributed to politics. On a per capita basis, the MTA is among the safest transit systems in the nation.

Chair Lieber then introduced Tom Taffe, Chief of the MTAPD.

Chief Taffe presented the first quarter crime report for the MTAPD, which mostly focuses on LIRR and MNR systems. Only 10 incidents involved commuters, with most cases related to unattended property theft. Chief Taffe stated that crimes against non-law enforcement employees have declined but remain a concern. Train patrols, summonses issued, and arrests made have all increased slightly in March and YTD.

Chief Taffe addressed the MTAPD's support in conducting fare evasion enforcement, line operations, and Subway Co-Response Outreach Teams (SCOUT) within the subway system.

Mr. Kemper added that 30% of assaults in the subway system are on police officers, and that most of these incidents are a result of officers engaging proactively in stopping fare evasion and quality of life offenses. Chair Lieber emphasized the work of the CJA office is critical in ensuring that assaults on police officers are classified as a felony.

Board Member Mack added that assaults on police officers stems from disrespect for law enforcement. Board Member Mack also highlighted fare evasion on bridges and tunnels through ghost plates.

Chair Lieber explained that B&T and MTAPD have led an all-region law enforcement collaboration on identifying and responding to license plate violations and chronic fare evasion on bridges and tunnels.

Board Member Lopez asked if the MTAPD's crime report metrics on homeless services accepted includes activities on commuter rail platforms. Chief Taffe answered that SCOUT operation data only pertains to subways, but there are other homeless acceptance initiatives on the railroads and outer districts.

Board Member Sorin asked how illegal vendors are being apprehended in the system. Chief Taffe responded that part of the 78% increase in MTAPD quality of life enforcement in hub stations accounts for vendor enforcement. Chief O'Sullivan added that vendor enforcement is addressed through summonses and is monitored by patrolling officers and video cameras.

Board Member Glucksman inquired if there is police cooperation with northern and western counties and New Jersey agencies supporting the ghost plate initiative. Chief Taffe affirmed there will be discussions with the Westchester County Chiefs of Police Association.

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

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

July 28, 2025

Long Island Rail Road

Safety Strategy

Long Island Rail Road's (LIRR's) safety performance continues to trend favorably through the second quarter of 2025. LIRR leverages the Safety Management System (SMS) principles of safety policy, risk management, safety assurance, and safety promotion to develop programs and drive initiatives that deliver a safe workplace for our employees and contractors, a safe transportation experience for our customers, and supports the safety of the communities we serve. Since the last Safety Committee meeting in April, several activities took place that support LIRR's key principle of safety promotion:

- Participation in International Level Crossing Awareness Day (ILCAD)
- Continued Employee Engagement through our Quarterly (Q2) Safety FOCUS Day

International Level Crossing Awareness Day (ILCAD)

The International Level Crossing Awareness Day (ILCAD), held on June 5th, is a global initiative focused on raising awareness about safety at grade crossings. In support of this effort, LIRR partnered with the MTA Police and the New York State Department of Transportation to promote public education on safe practices when approaching and using grade crossings. As part of the initiative, our team was stationed at five locations, where they engaged with both pedestrians and drivers. They distributed approximately 1,976 safety promotion handouts to educate our ridership on safety awareness at and around our railroad grade crossings.

2025 Second Quarter - Safety FOCUS Day

Safety FOCUS is a dedicated time when regular work is paused so supervisors and front-line employees can engage in open and meaningful conversations about safety. As part of this safety assurance initiative, LIRR "focus" on facilitating safety awareness that's free from distractions and competing priorities. On June 9th, this company-wide initiative highlighted LIRR's commitment as we continue to build a safer workplace. Key safety messages and best practices were shared and reinforced throughout the organization. The day also included a quiz designed to test knowledge of safe work practices, particularly those aimed at maintaining an injury-free environment. Congratulations to the five employees who achieved perfect scores on the quiz—they were recognized for their continued commitment to safety!



Performance Metrics

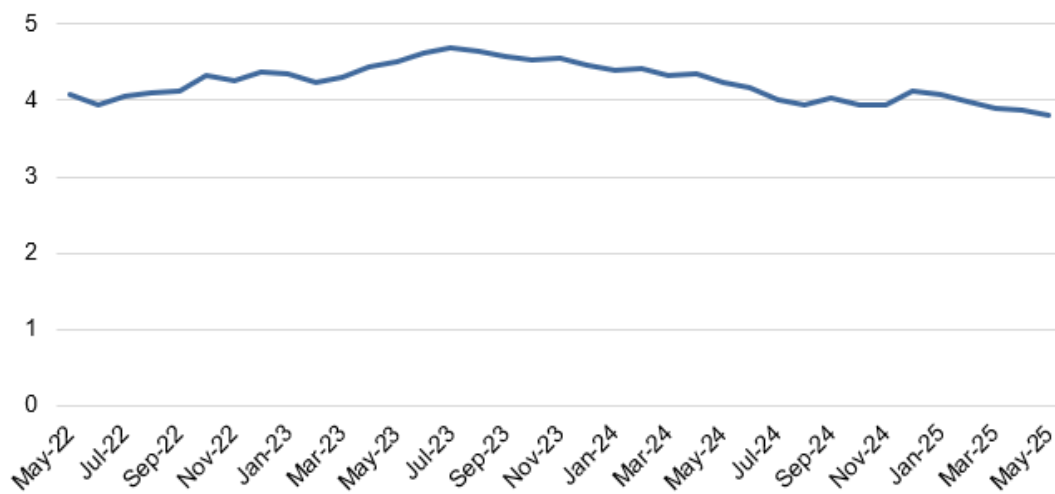
Customer Accident Rate

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

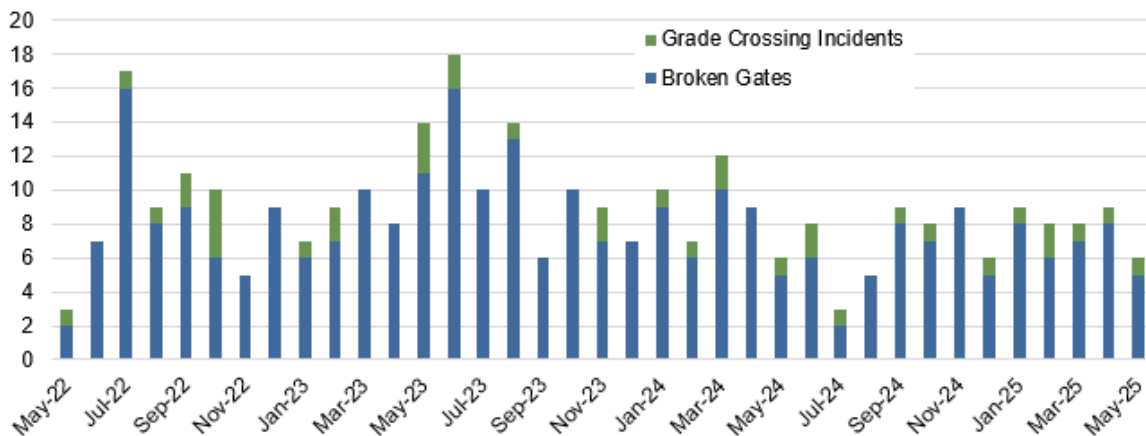
The number of first responders trained to assist in crisis events, unique LIRR employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2023	2024	2025	
			Target	YTD
First Responders	1,492	1,657	1,250	988
Employees	6,383	6,318	5,870	3,123
Customers and Community Members	78,890	99,712	83,236	34,786

Grade Crossing Safety Metrics

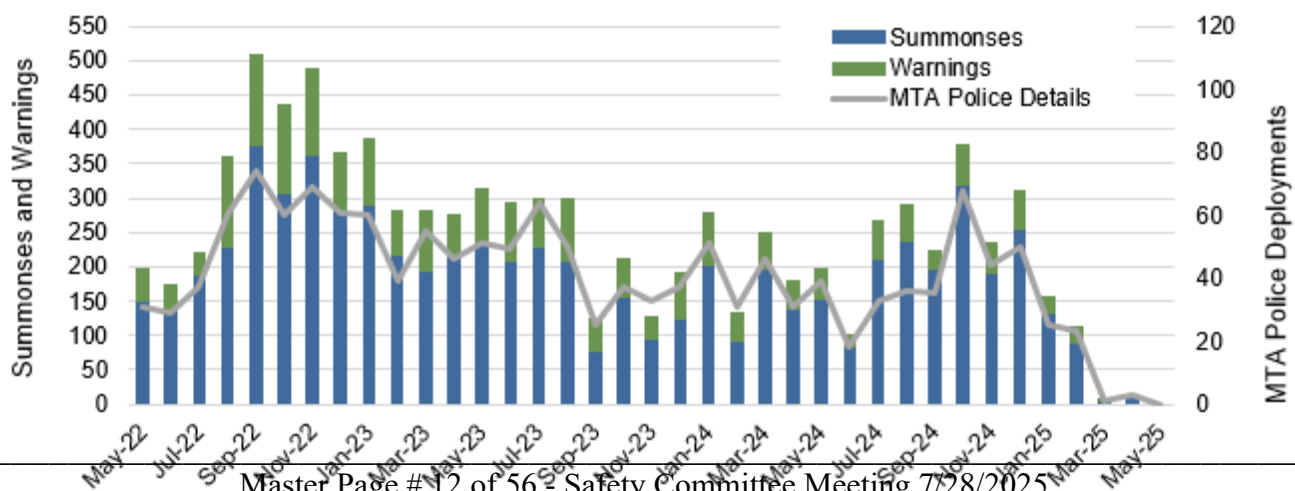
Grade Crossing Incidents and Broken Gates

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

Metro-North Railroad's (MNR) commitment to employee and customer safety continues to yield positive results, with performance trending favorably compared to the previous reporting period. Since the last Safety and Security Committee meeting in April, MNR has led and supported several impactful initiatives that underscore its dedication to both public and employee safety.

Among these efforts, MNR actively participated in International Level Crossing Awareness Day (ILCAD) and Emergency Notification System (ENS) Sign Awareness Day, conducting outreach at eleven grade crossings across New York and Connecticut. These locations spanned the Harlem, Hudson, New Haven, and West of Hudson Lines. Spearheaded by the Office of System Safety and supported by the MTA Police Department, Connecticut DOT, and Connecticut Operation Lifesaver, the initiative focused on educating motorists and pedestrians about safe behavior around railroad tracks and crossings. Through direct engagement, MNR connected with over 4,000 individuals, reinforcing its commitment to reducing incidents and enhancing rail safety.



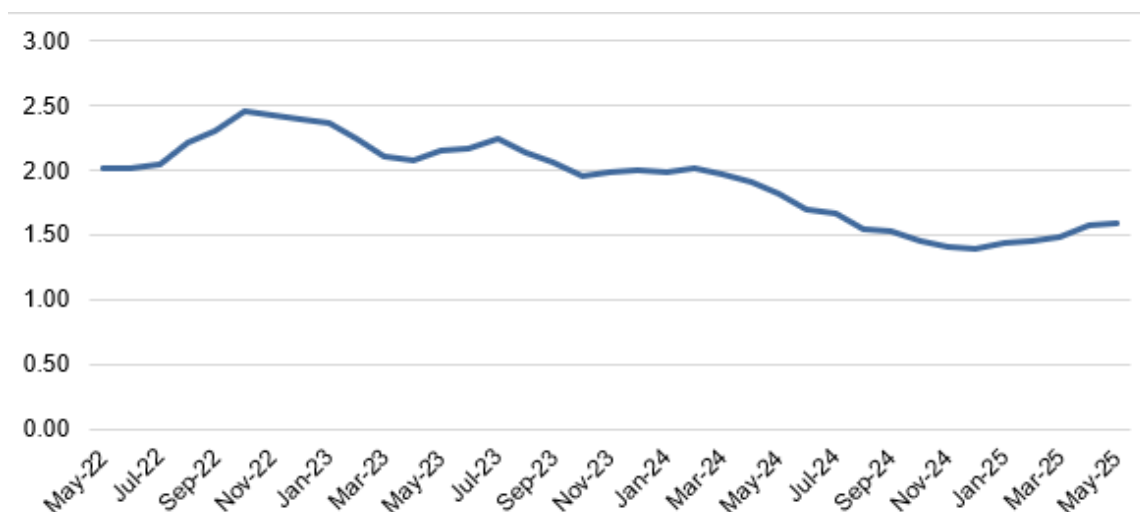
Internally, District Safety Committees continue to be a driving force behind MNR's safety success. Meeting regularly and working collaboratively, these committees have closed more than 190 safety items, leading to a notable reduction in employee injuries, particularly in two of MNR's largest operating districts: Grand Central Terminal and New Haven. Their efforts have not only resolved critical safety concerns but also fostered cross-departmental collaboration, strengthening the safety culture throughout the organization.



Performance Metrics

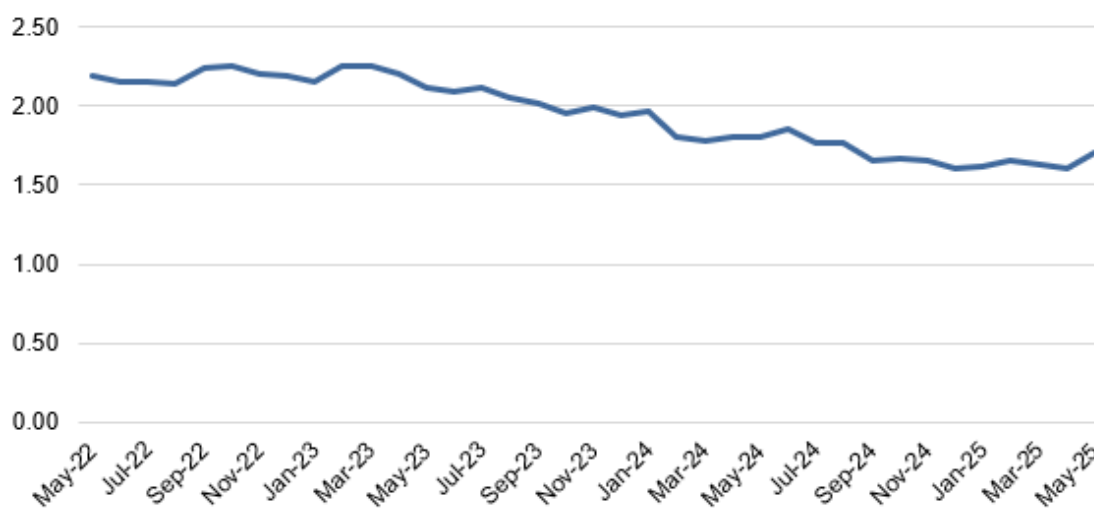
Customer Accident Rate

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

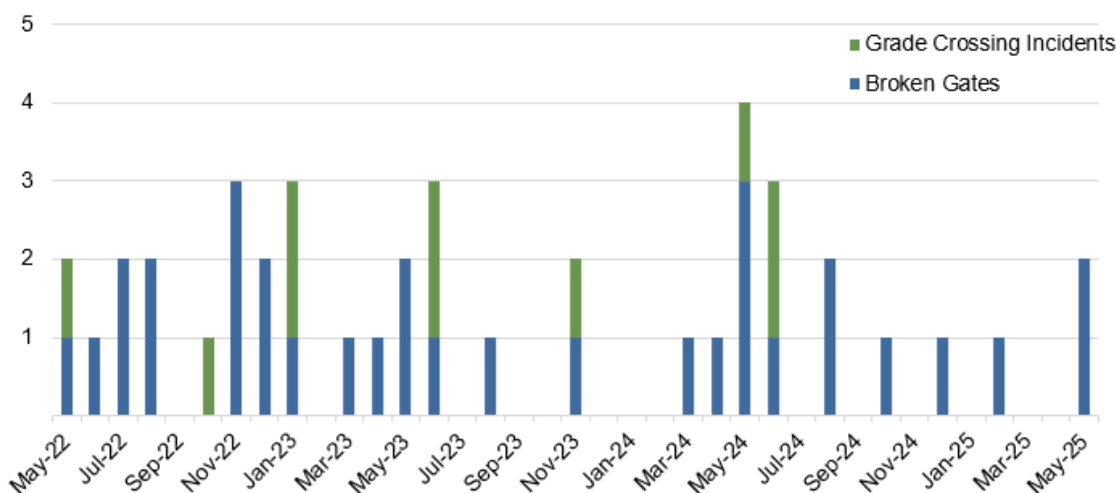
The number of first responders trained to assist in crisis events, unique Metro-North employees who completed certain federally mandated qualification refresher courses, and customer and community members who attended in-person or virtual safety outreach events.

	2023	2024	2025	
			Target	YTD
First Responders	1,459	1,920	1,000	550
Employees	3,185	3,136	2,500	1,689
Customers and Community Members	69,984	71,245	40,000	11,807

Grade Crossing Safety Metrics

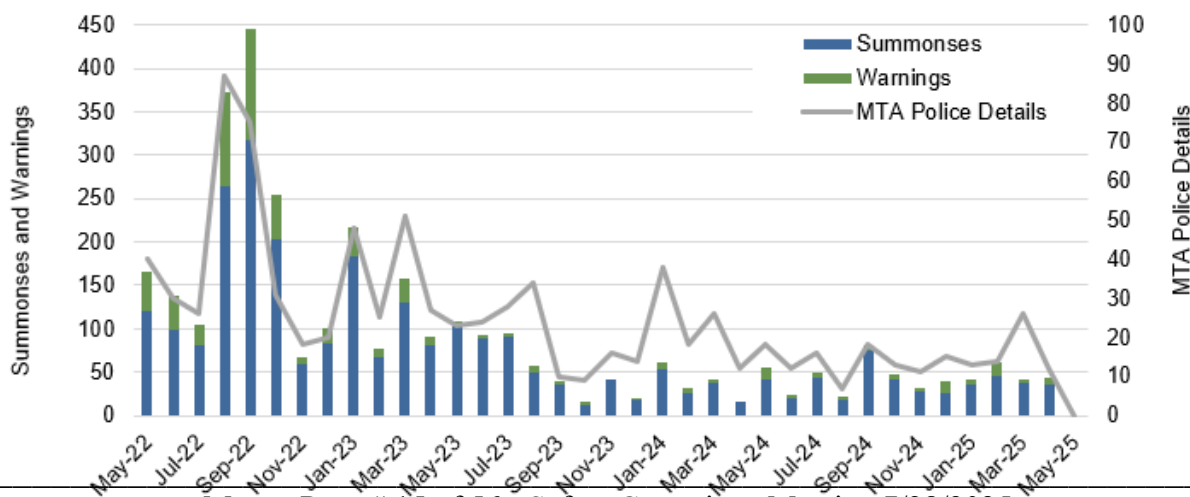
Grade Crossing Incidents and Broken Gates

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

Average subway customer accidents continue to decrease over the past 12 months. Both subway and bus and employee lost time injuries also continue to decline over this time period. The DOS SHARP and DOB CARE programs have contributed to this success with targeted conversations that ensure the root cause(s) of incidents are identified, appropriately addressed, and employees are retrained as necessary and provided an opportunity to provide feedback which contributes to safety enhancements such as improved equipment, rules clarification/changes, and additional or refined training.

NYCT continues expanded roadway worker protection program audits and enhancements and is working with federal and state oversight on ensuring that the program provides a safe work environment. We were honored to accept APTA's 2025 Rail Safety, Security and Emergency Management Gold Award for Track Worker Safety "for its audit system that brings together management and labor teams to enhance compliance with track worker safety procedures". NYCT's Joint Track Safety Audit (JTSA) program is a collaborative initiative between management and labor that strengthens compliance with Roadway Worker Protection programs and enhances safety at track work sites.



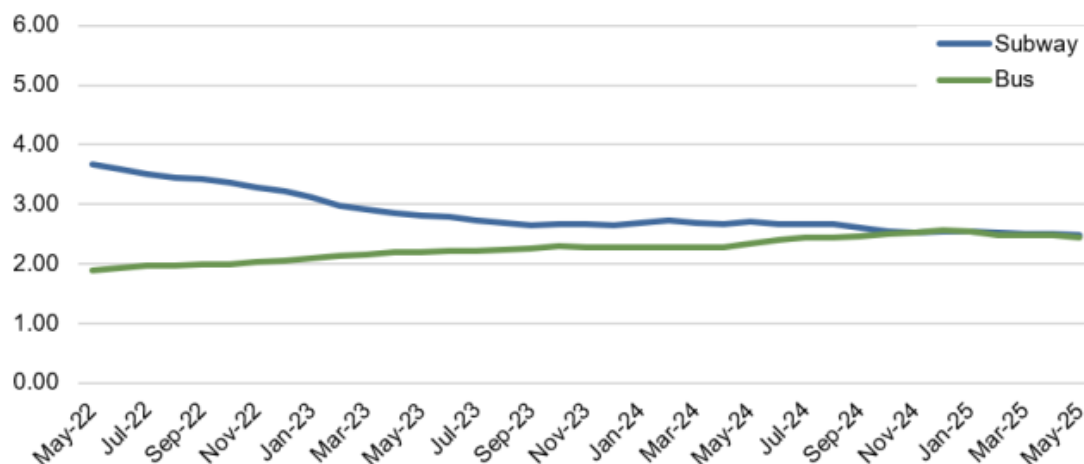
Audits verify compliance with critical safety standards, and the collaborative model leverages diverse perspectives to proactively identify and address safety gaps. Since its inception, the program has achieved a 97% compliance rate with Roadway Worker Protection programs. We will persist with this initiative to maintain this high rate of compliance and toward our goal of sustained 100% compliance with completing our work safely.

We continue to focus on the successful fire prevention efforts and to minimize the effects that they cause to safety and service.

Performance Metrics

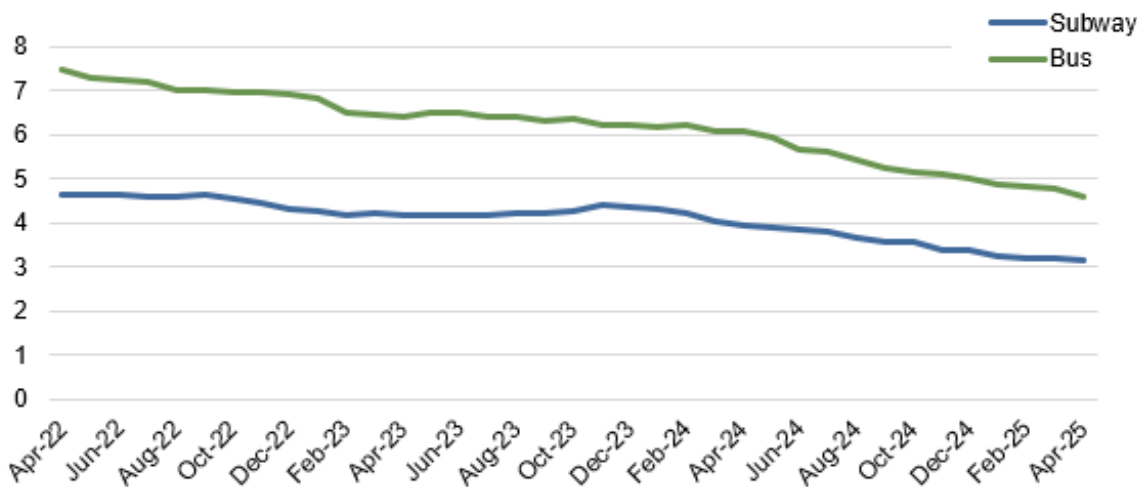
Subway and Bus Customer Accident Rate

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



Subway and Bus Employee Lost Time Injury Rate*

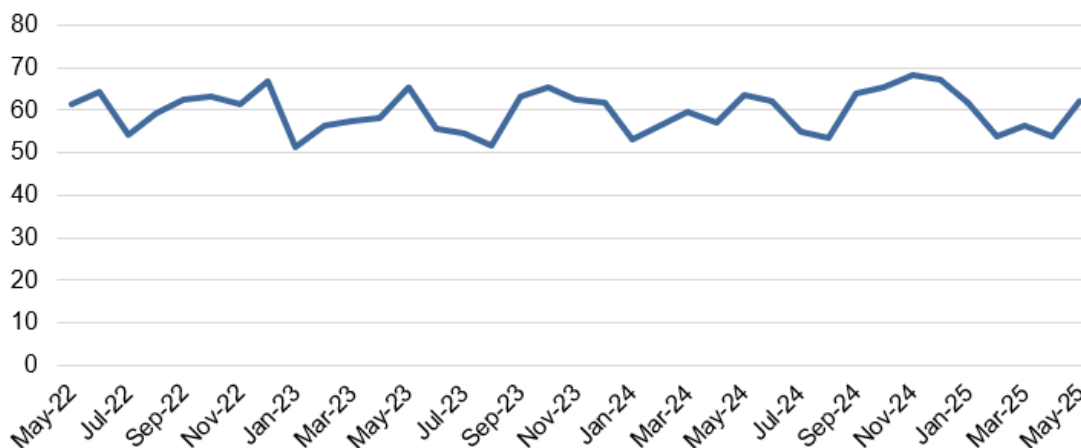
The number of employee lost time accidents per 100 employees (12-month rolling average).



*May data for Employee Lost Time Injury Rate currently unavailable.

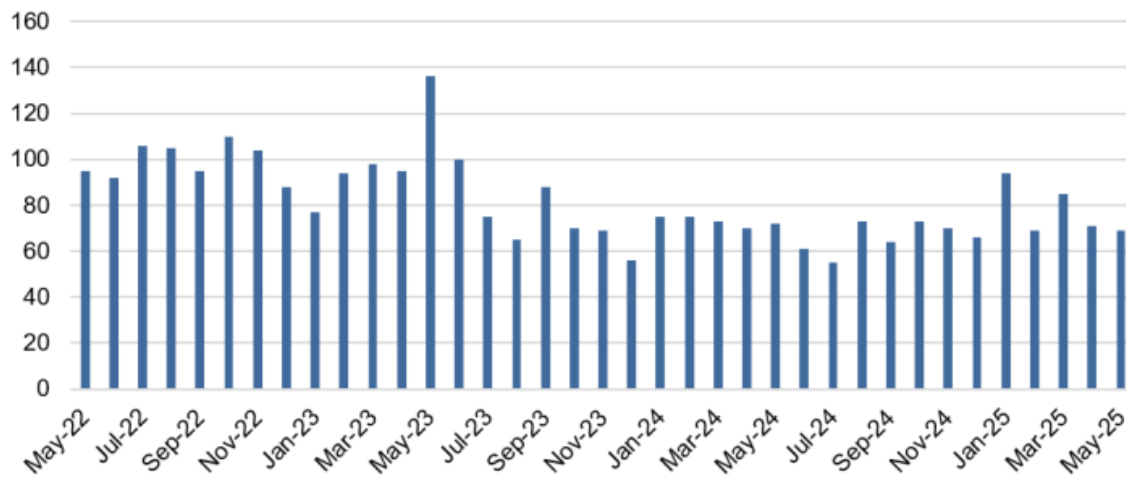
Bus Collision Rate

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	2
Mainline Derailments	1	3	1	1
Yard Derailments	6	3	6	4

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	
		Target	YTD
Joint Track Safety Audits Completed	181	330	144
Continuous Welded Rail Installed (Feet)	16,698	15,482	30,969
Friction Pads Installed	44,545	22,750	10,030
Audible Pedestrian Turn Warning Systems Installed	373	215	37
Vision Zero Employee Trainings Conducted	6,588	6,000	2,667

MTA Bridges and Tunnels

Data Review

The customer collision rate per million vehicle rates decreased from 3.1 to 2.6 in the current 12-month reporting period, June 2024 through May 2025, compared to the prior 12 months. The customer injury collision rate per million vehicles also decreased from 0.8 to 0.7 in the current 12-month reporting period, compared to the prior 12 months. The reportable employee lost time injury rate decreased from 4.7 to 4.3 per 200,000 working hours, compared to the prior 12 months.

Moving Forward

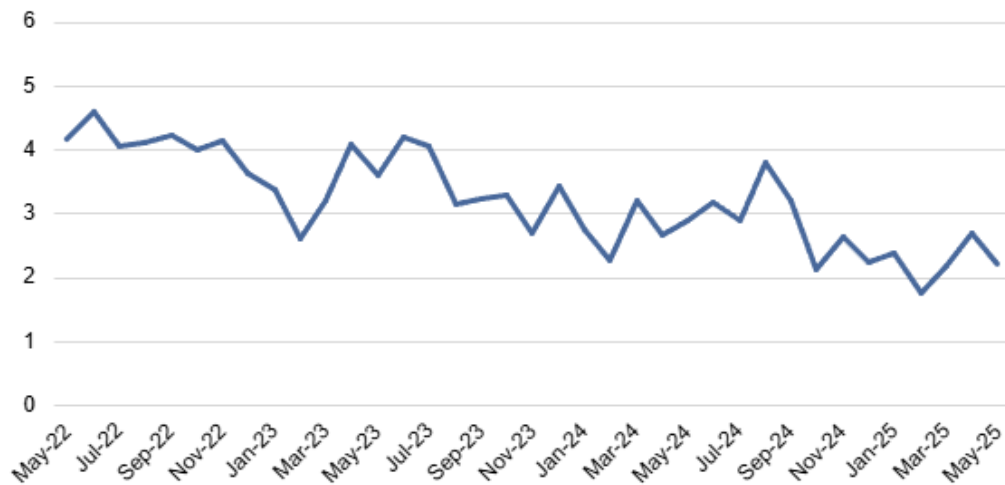
MTA Bridges and Tunnels staff and our joint partners will continue to focus on engineering, education, and enforcement to further reduce collisions. Facility-specific efforts include developing safe work practices, high hazard work safety reviews and enhanced task specific safety training to reduce our lost time injury rate. In addition, Safety Committees comprised of management, labor, and senior leadership will continue to occur in conjunction with safety taskforce meetings and awareness sessions across the agency.



Performance Metrics

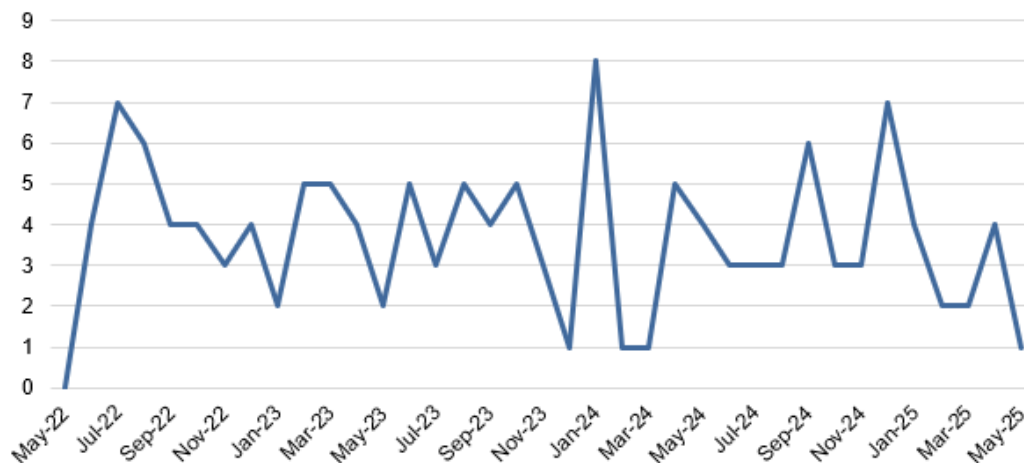
Customer Collision Rate

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	181
Safety Task Force Audits	14	14	14	5
Fire Code Audits	14	14	14	5
FDNY Liaison Visits	28	30	28	17

MTA Construction & Development

The C&D Safety department monitors all reported contractor incidents, including those classified as lost-time and recordable incidents, across all capital projects. This monitoring helps identify trends related to work-related occurrences. Initiatives currently underway within Construction & Development:

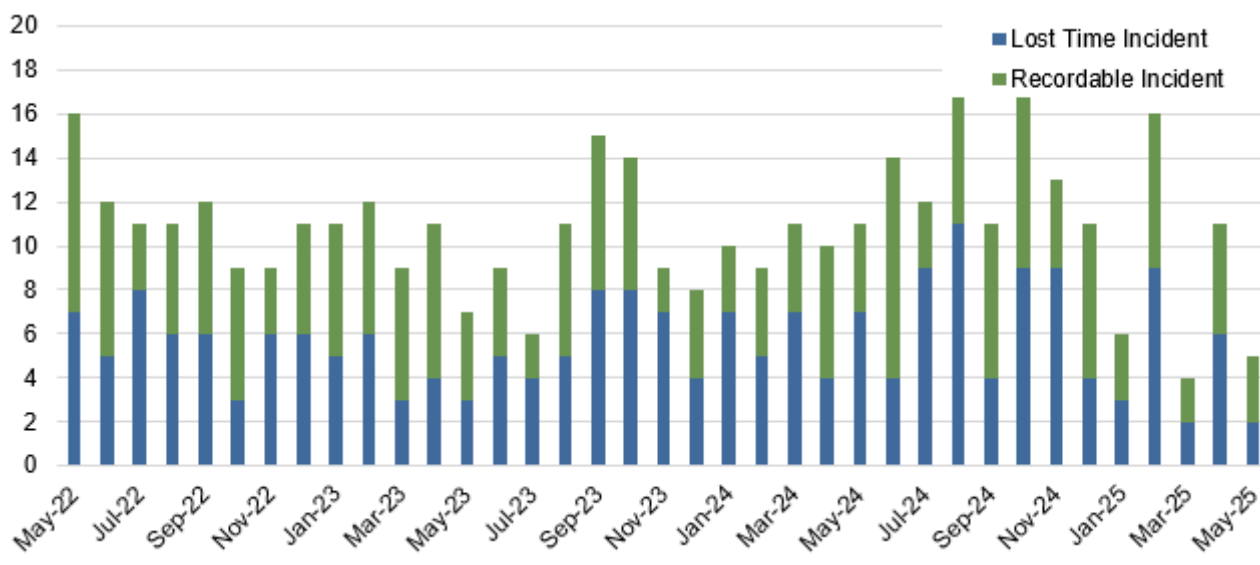
- C&D is expanding its partnerships with regional agencies like NJ Transit and the Port Authority, as well as industry organizations such as the Building & Construction Trade Council (BCTC) and the General Contractors Association (GCA). These collaborations facilitate discussions on safety trends and best practices in construction. Within the MTA, C&D Safety Oversight and Business Unit (BU) Safety works with MTA Risk Management and the Owner-Controlled Insurance Program (OCIP) to identify and address safety issues on projects. This proactive approach has enhanced stakeholder alignment, increased transparency, and is positively received by project teams, reinforcing the commitment to improving safety performance across C&D projects.
- C&D, in partnership with Corporate Quality, continues making substantial progress toward ISO 45001 certification. The independent auditor has completed the Stage 1 Audit of C&D. The results were very favorable, with minimal “gaps” identified. The identified gaps have been reviewed, and efforts are underway to address them. These efforts ensure we're well-positioned for a successful certification process and prepared for Stage 2, which is set for September 2025.



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	1,262
Inspections and Audits - External	9,001	4,303

MTA Safety Committee

Key Security Metrics

July 28, 2025

Long Island Rail Road

LIRR Office of Security (OOS) 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 retrieved from other sources. OOS is actively involved in the MTA's counter terrorism, crime reduction, and public and employee safety efforts. OOS provides real time surveillance and information as well as 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, LIRR yards, and storage/employee facilities. The Office of Security's Command Centers have access to more than 16,000 cameras installed throughout the railroad's operating area and onboard LIRR trains. OOS continues to strategically add cameras and access control systems to enhance customer and employee safety and to protect LIRR assets and properties. OOS utilizes access control technologies and alarm systems, which are further supported by analytics applied to specific Camera Fields of View, 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, the Office of Security personnel monitor LIRR locations which have been identified as being prone to homelessness and Quality of Life issues. This includes assisting with the identification of conditions and individuals in need of assistance. When the Office of Security personnel observe possible conditions, they work with the MTA PD and LIRR Departments to address and correct them.

LIRR Security Staff conduct security assessments utilizing Crime Prevention Through Environmental Design (CPTED) at LIRR properties, such as station buildings, facilities, and yards. Utilizing the available data collected and analyzed in the Operations Security Console and Reporting (O.S.C.A.R) Dashboard, Security Personnel apply their intrinsic knowledge of the LIRR, current threat-based trends, reported crimes, 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 four Pilots and Drones in its fleet. The Office of Security's Drone program is available 24/7 to assist in emergency response, as well as provide aerial support to departments conducting surveys, inspections and assessments of the right of way, stations, and yards. The Office of Security is equipped to fly during day and night operations with Infrared and broadcasting/streaming capabilities

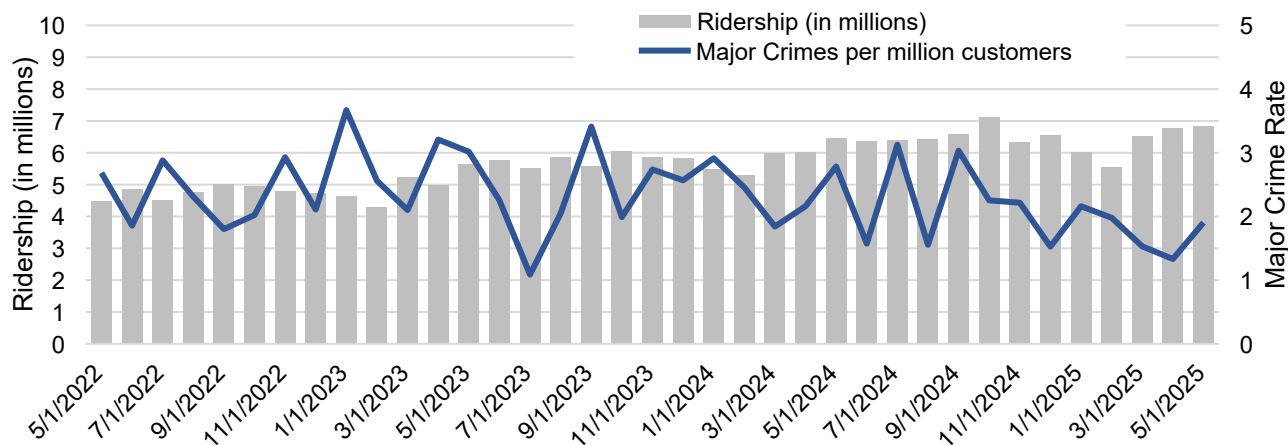
LIRR Office of Security monitors employee workplace violence incidents and looks for potential enhancements or mitigations to prevent future occurrences. MTA/LIRR is addressing the prevention of worker assaults in the following ways:

- 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 hosted a series of events throughout the month 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 of the agency. LIRR Office of Security continues to push forward to enhance camera coverage at our stations, yards, and facilities.

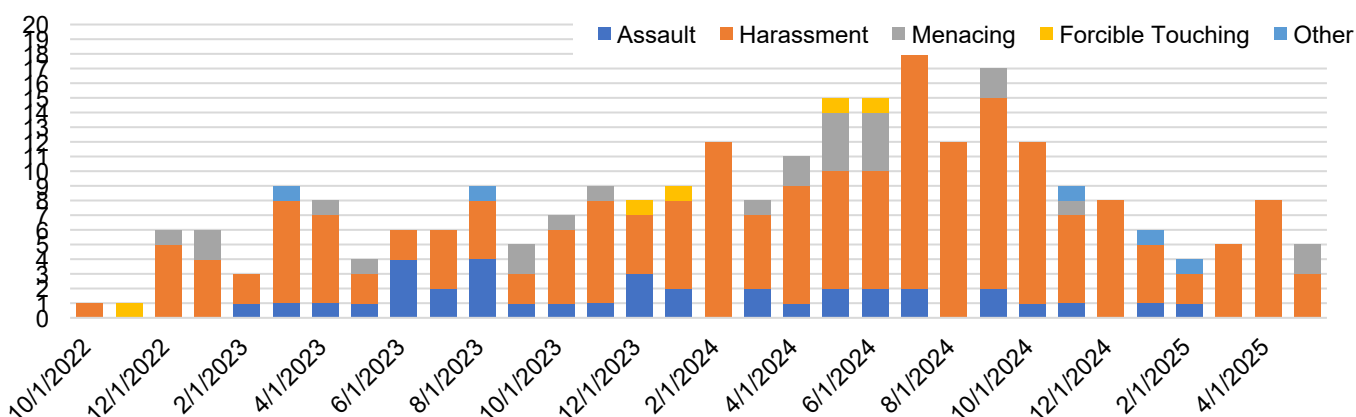
Major Crimes Against Customers

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



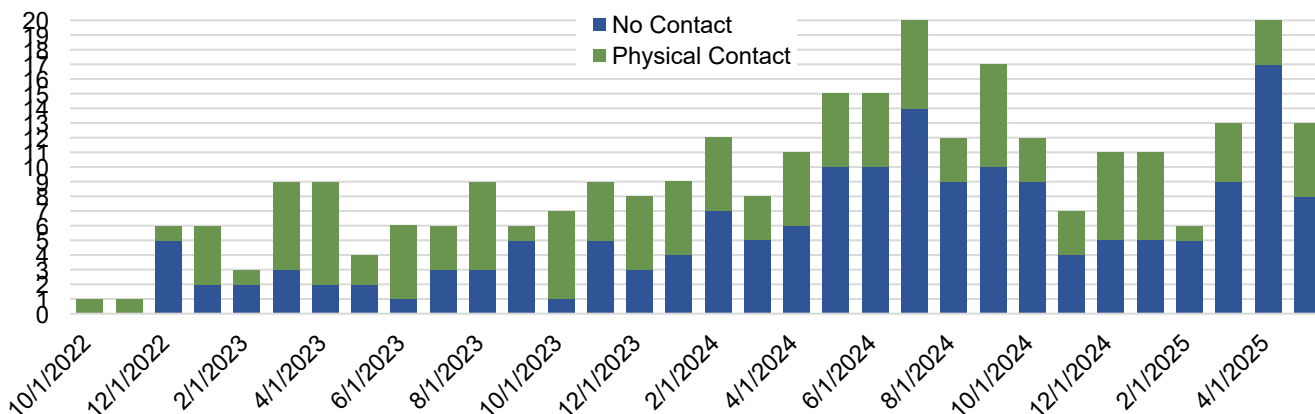
Workplace Violence Against Employees – Penal Law¹

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

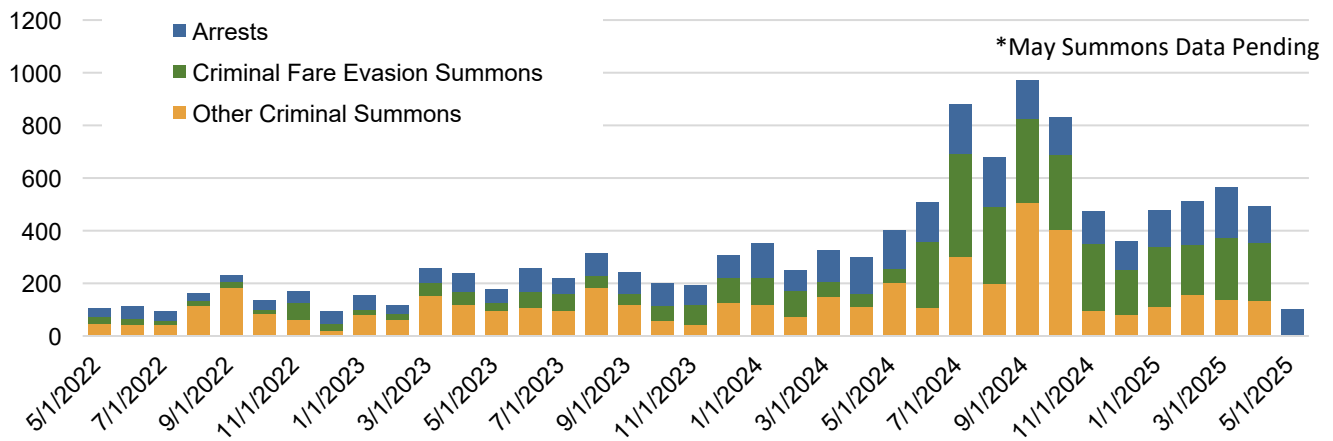
The number of reported Workplace Violence Cases against LIRR employees and other MTA employees on LIRR property, recorded by LIRR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



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.

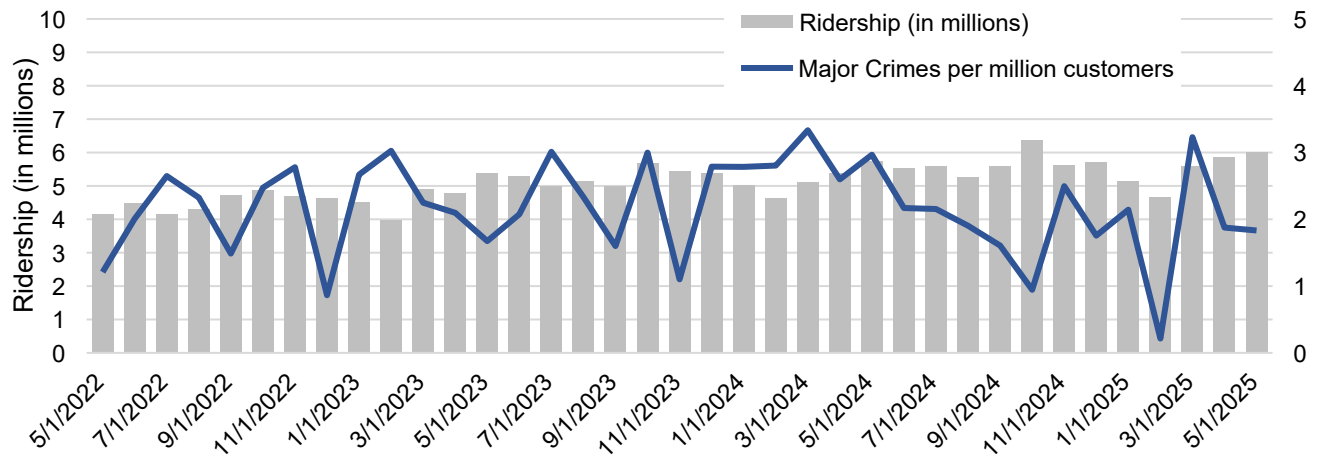
Weekly meetings with MTAPD, MNR Transportation, and Labor Unions to discuss issues regarding operational security. They identify specific trains where MTAPD can deploy officers to address specific trouble-making individuals or specific stations where incidents have occurred that need law enforcement.

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 is the proud recipient of the 2024 TSA Gold Standard Award for the Baseline Assessment for Security (BASE) from the U.S. Department of Homeland Security (DHS), Transportation Security Administration (TSA). MNR Security will continue to enhance programs and initiatives related to crime reduction, enhanced customer and employee safety, and improved customer experience.

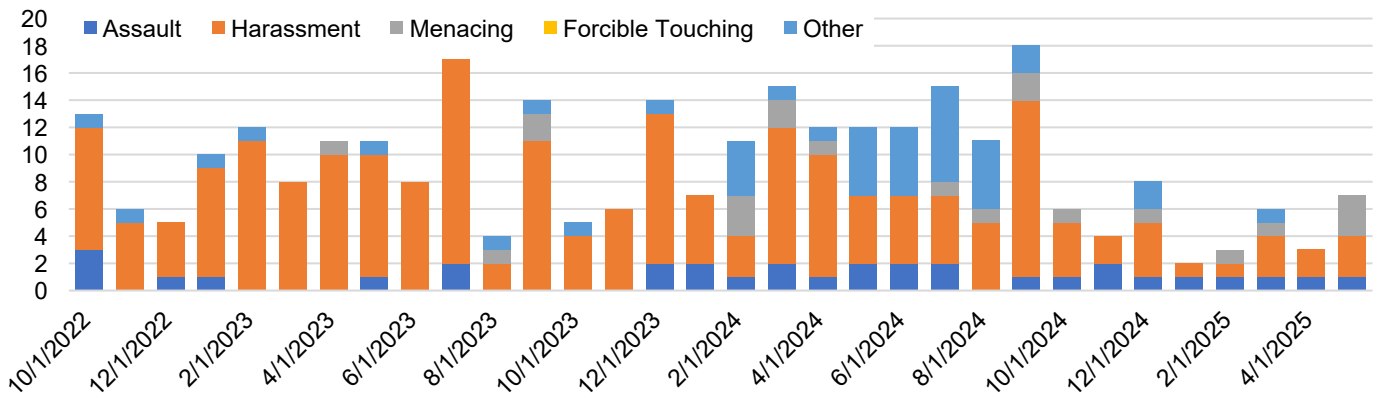
Major Crimes Against Customers

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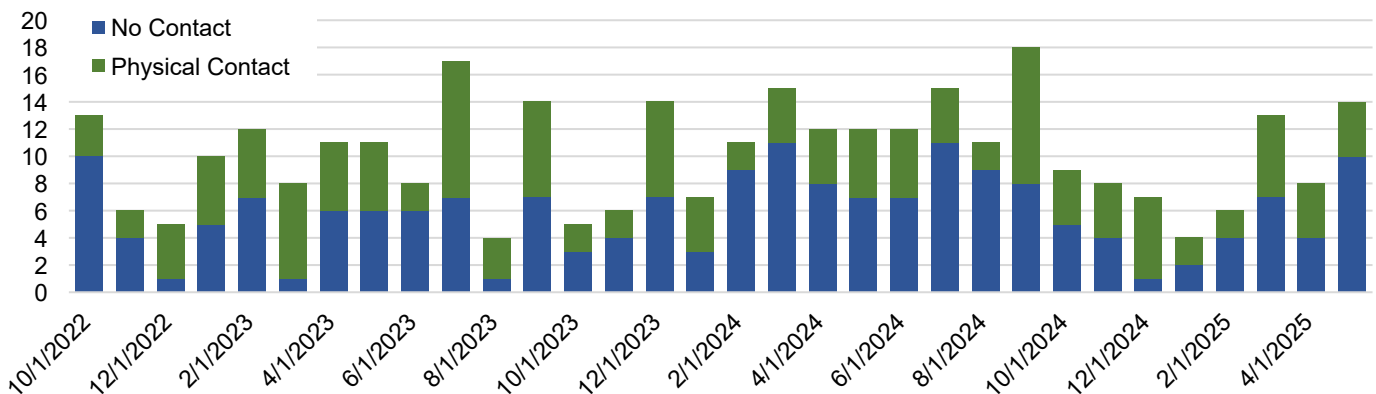
Workplace Violence Against Employees – Penal Law¹

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

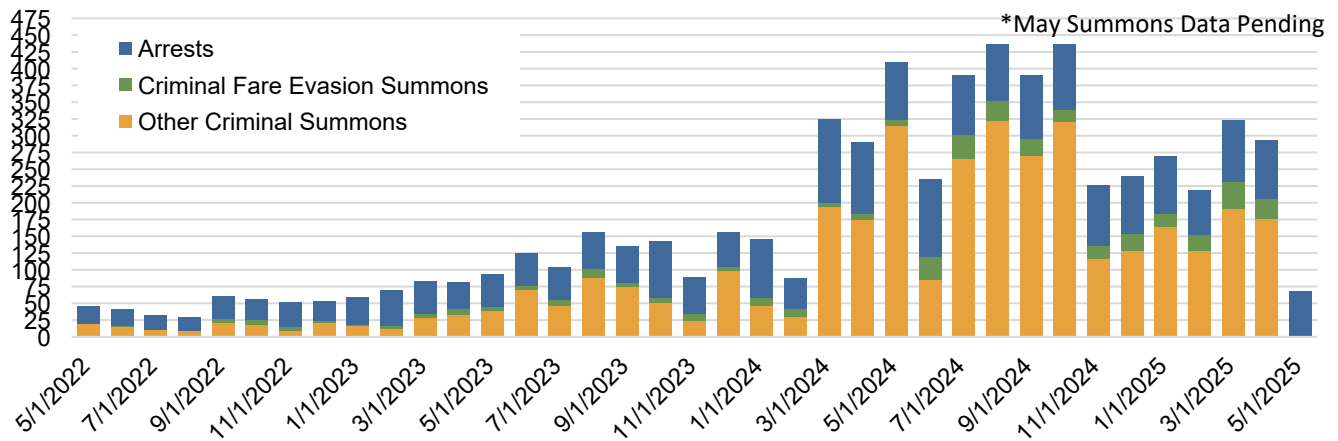
The number of reported Workplace Violence Cases against MNR employees and other MTA employees on MNR property, recorded by MNR Security, per NYS DOL Law (Categorized by Physical Contact and Non-Contact Incidents)



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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 May 2025, Major Felony Crime was up 23% month-over-month, but up 5.1% versus May 2024. Crime was up 8.4% when compared to the 2024 monthly average. Crimes per Million Rides decreased 15% in May 2025 (v. April 2025) but was up 3% versus May 2024. Further, Crimes per Million Rides were down 21% versus the 2024 monthly average.

We have continued to maintain a strong decrease in crime YTD. 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 and crime control initiatives and hope to see this downtrend continue throughout 2025. .

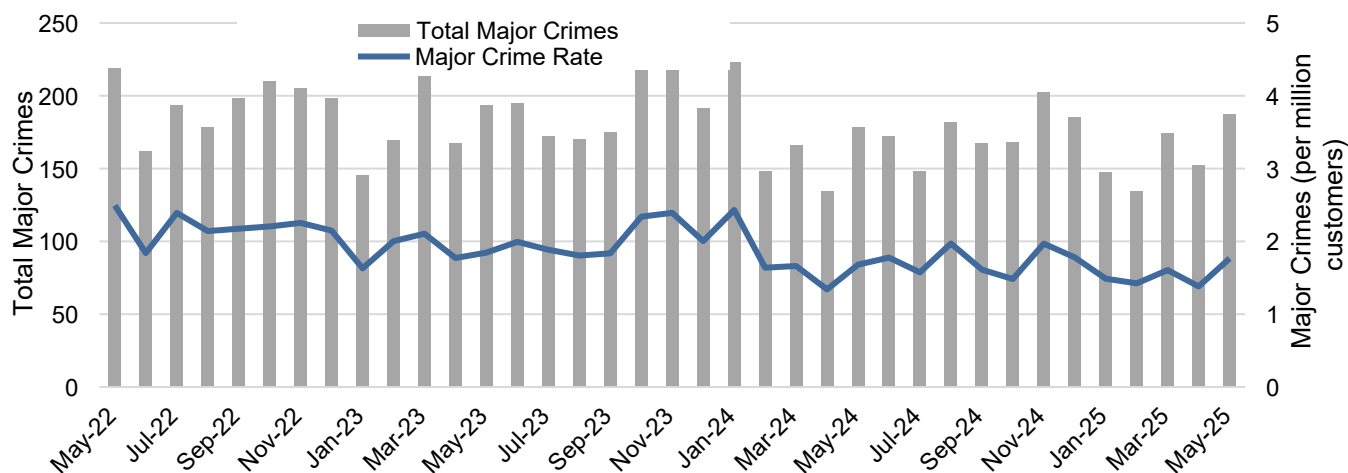
Workplace Violence cases against employees, for 2025 YTD, are up 1% v. the equivalent period in 2024. NYS Penal Law Assaults for 2025 YTD are down 4% v. the equivalent period in 2024. MTA/NYCT is addressing prevention of worker assaults by the following:

- 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.

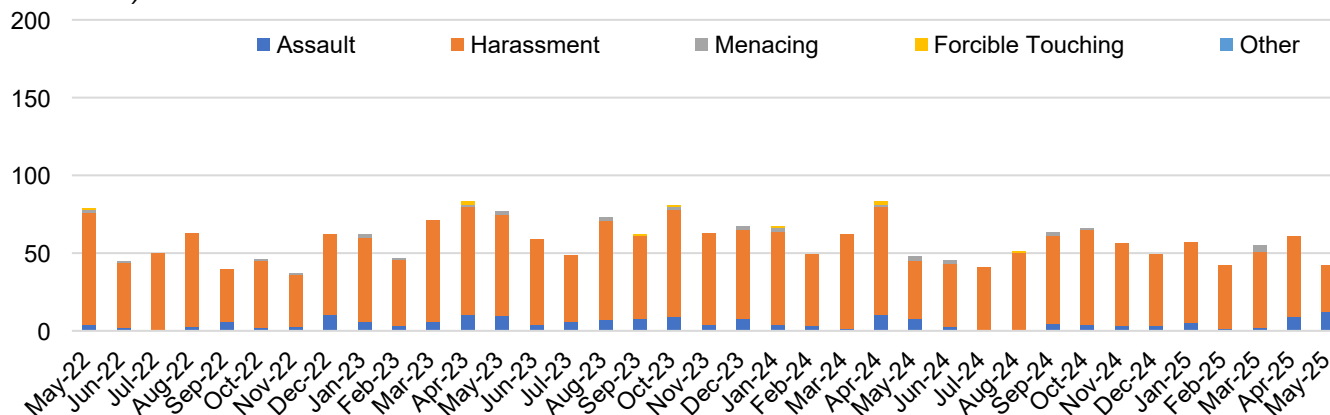
Major Crimes Against Subway Customers

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



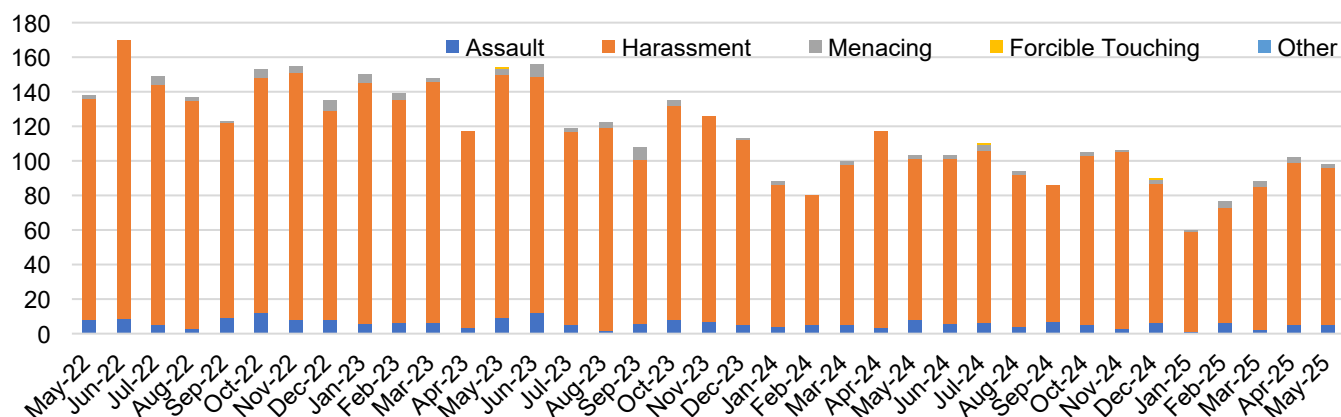
Workplace Violence Against Subways/SIRTOA Employees – Penal Law

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).



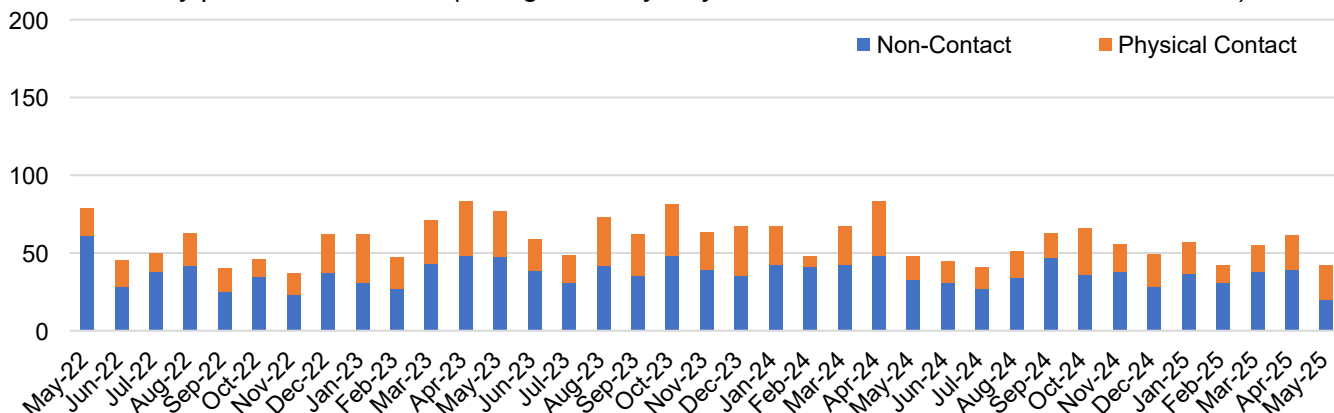
Workplace Violence Against Bus Employees – Penal Law

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).



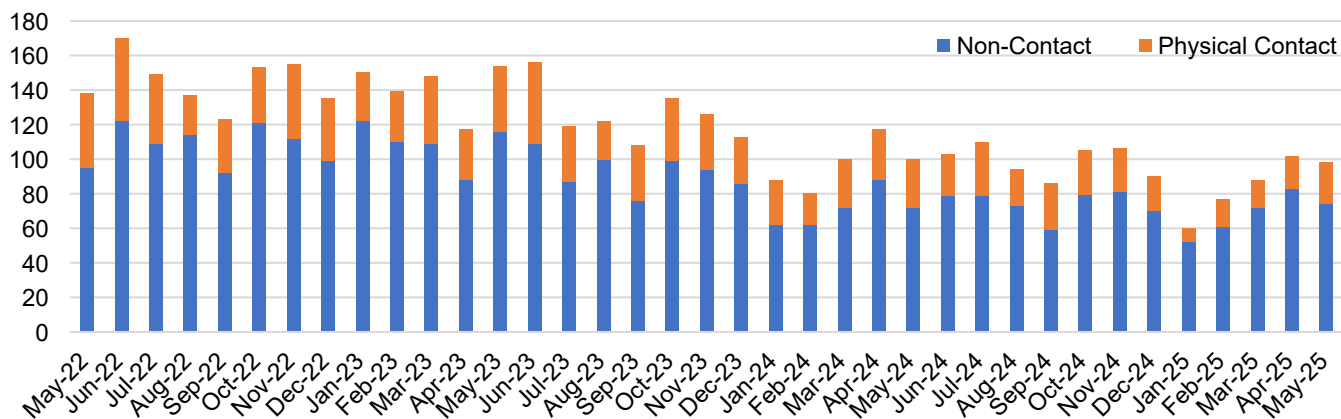
Workplace Violence Against Subways/SIRTOA Employees – Labor Law

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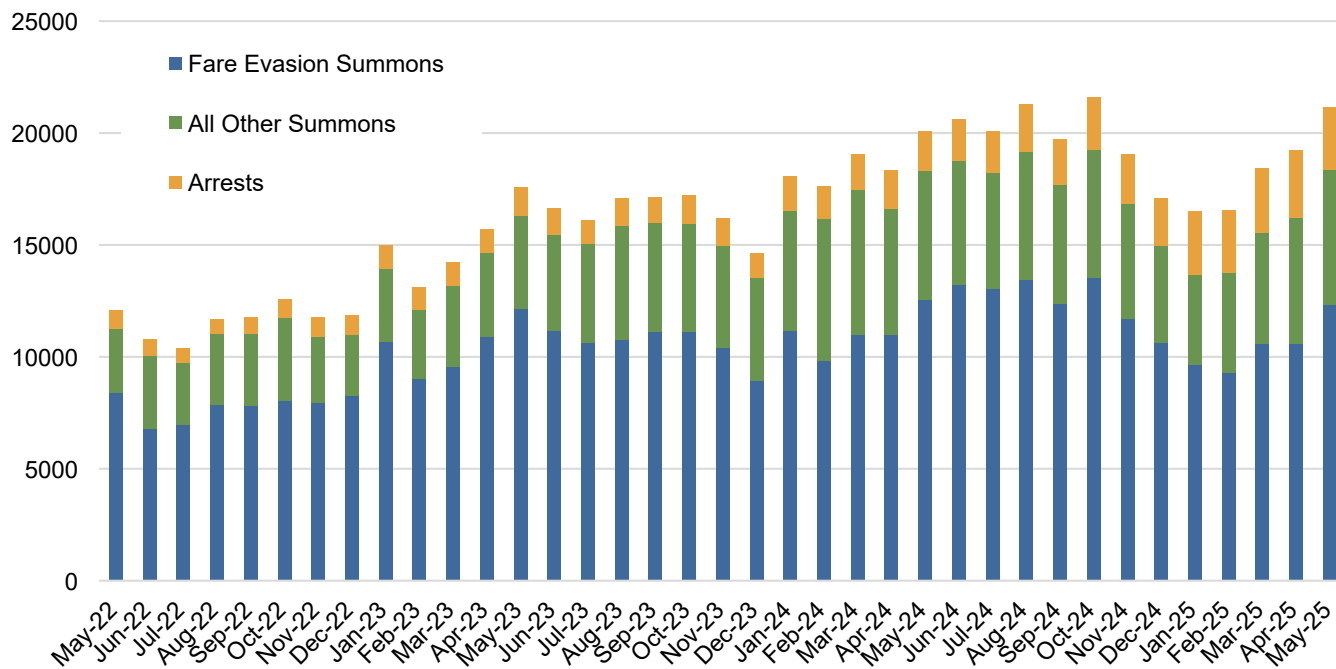
Workplace Violence Against Bus Employees – Labor Law

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)



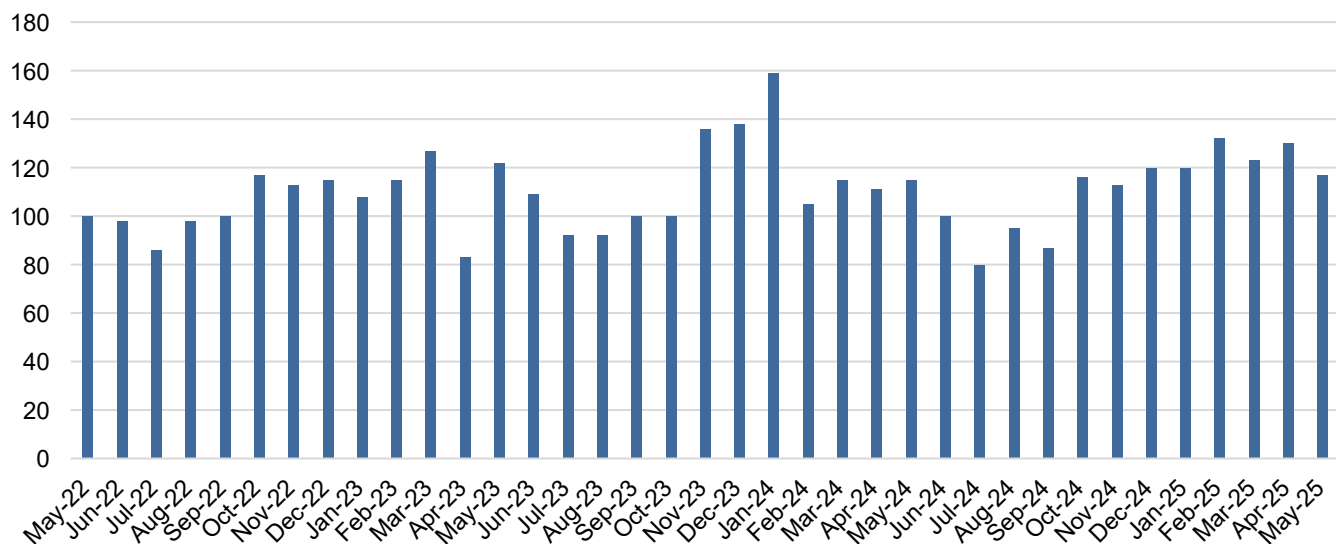
NYPD Summonses and Arrests

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 Year-to-Date Achievements – 2025

Toll Evasion and Persistent Toll Violators (PTV)

Revenue protection and recovery remain a primary focus for MTA Bridges & Tunnels. Year-to-date, interdictions of New York State-registered Persistent Toll Violators (PTVs) increased by 10%, rising from 1,040 in 2024 to 1,140 in 2025. Notably, interdictions involving out-of-state PTVs have seen a **161% increase year-over-year, from 810 in 2024 to 2,116 in 2025,** reflecting the agency's continued success in targeting toll evasion across jurisdictions.

Targeted Enforcement

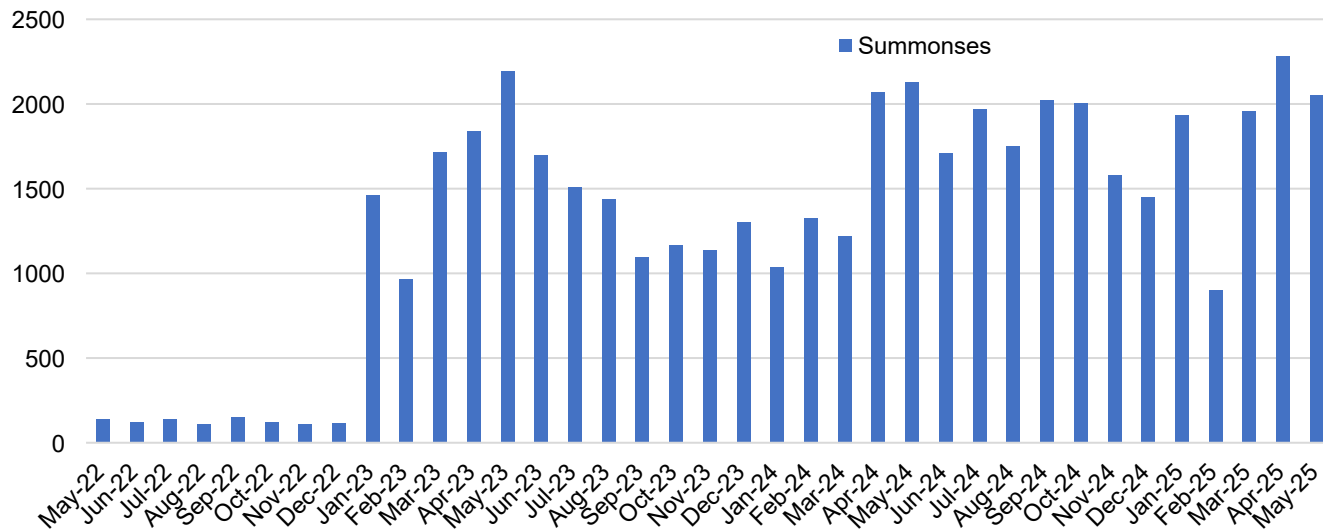
Total summons activity has also risen significantly. As of year-to-date 2025, 9,085 summonses have been issued, representing a **24% increase** compared to **7,311 during the same period in 2024.** This increase highlights MTA B&T's sustained efforts to address toll-related violations and support compliance.

Collision Reduction Efforts

Year-to-date collision data indicates ongoing safety improvements, with collisions reduced by 25%, from 370 in 2024 to 278 in 2025. This decline reflects the positive impact of combined enforcement and operational safety initiatives.

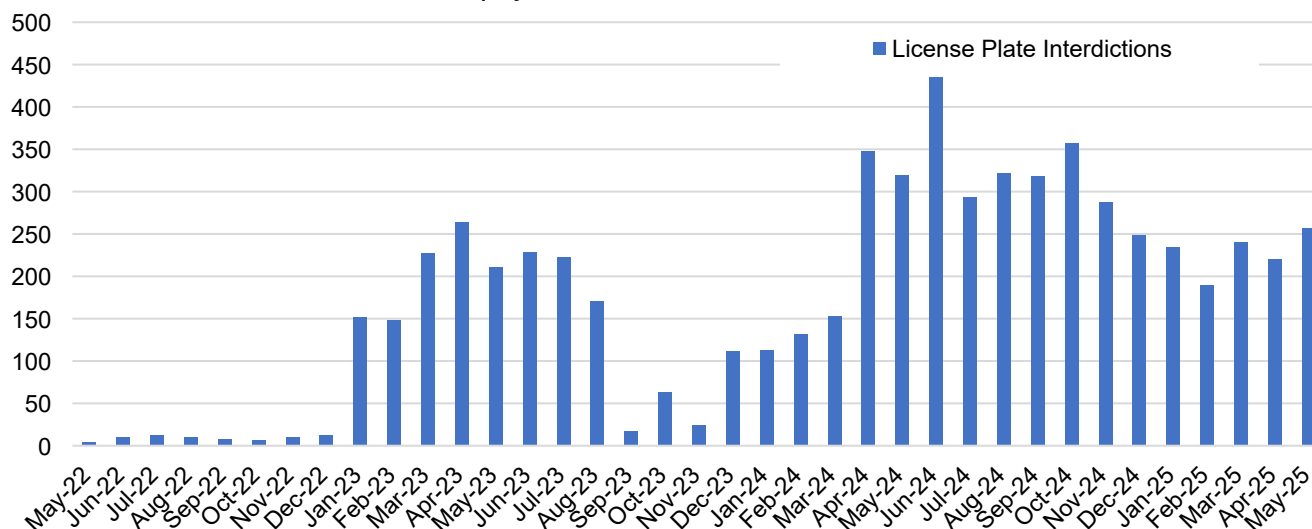
Bridges and Tunnels Summonses

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



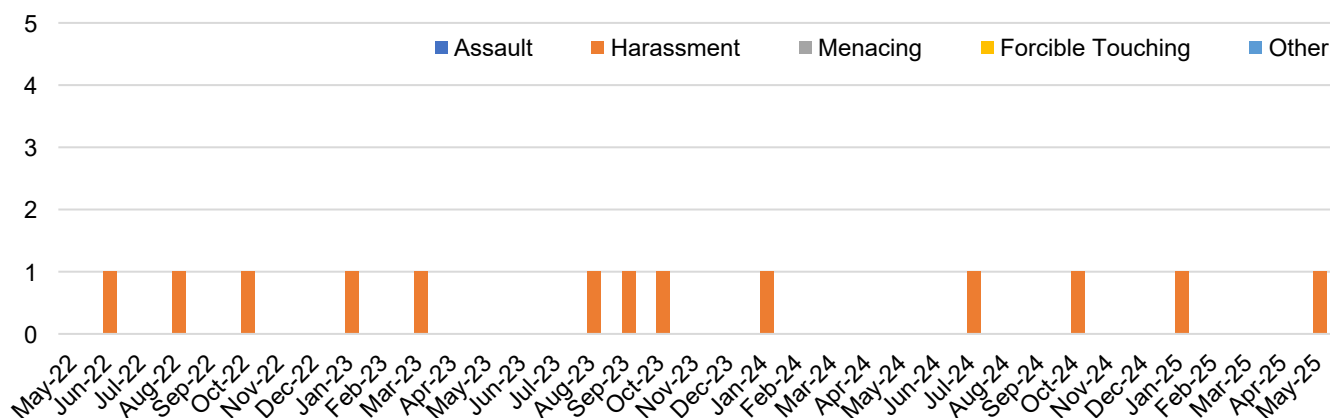
Bridges and Tunnels License Plate Interdictions

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



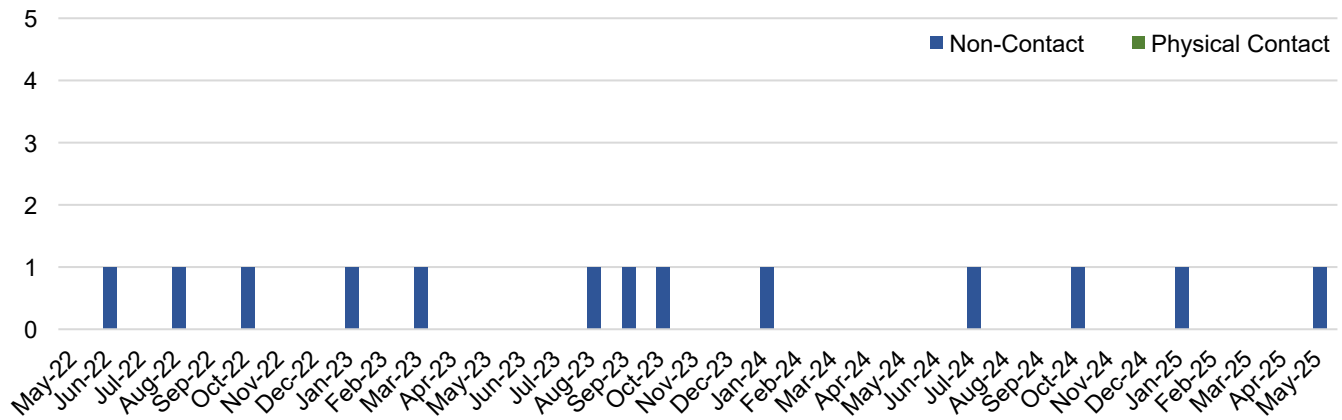
Workplace Violence Against Employees – Penal Law

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 June 2025

Enhanced Enforcement and Arrests:

Continued focus on fare evasion, resulted in 196 fare evasion summonses issued and 69 fare evasion arrests. This 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, 605 individuals referred to shelters and psychiatric services in June

Increased Train Patrols:

Train patrols in June occurred 3,356 times mostly in high-traffic stations and areas with increased ridership.

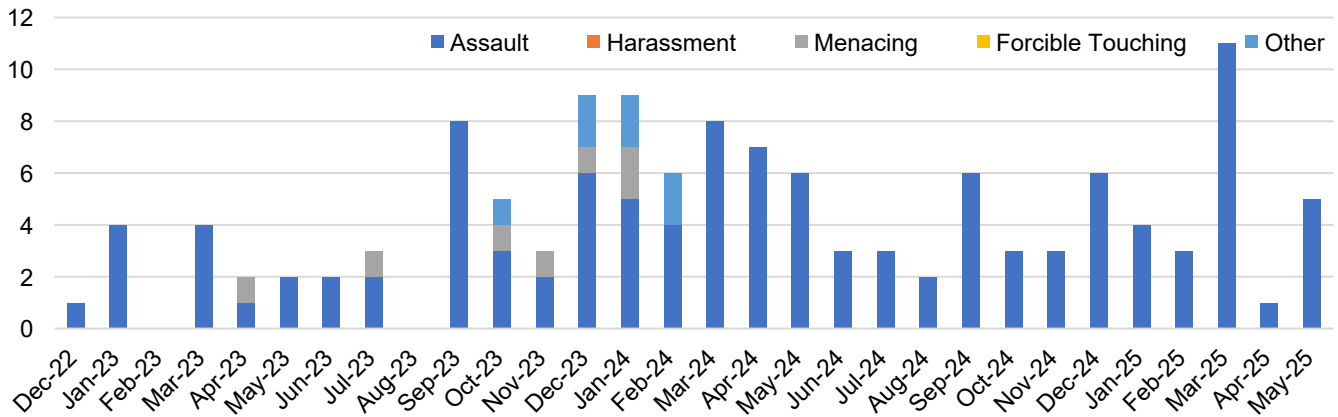
Support for Fare Evasion Policy:

In support of the ongoing fare evasion policy, MTA PD responded to over 847 fare evasion calls, and assisted LIRR and MNR to ensure seamless implementation of the new policy. The MTA PD's efforts in June 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).





Construction &
Development

07/28/2025

C&D Safety Oversight

Agency Update

C&D SAFETY INITIATIVES

Initiative:

- Standardized Programs & Protocols (SMS & OHSMS)
- Increased Regularity of Inspections
- Targeted Contractor Engagement
- C&D Security Oversight

Results:

- Incident & Non-Compliant Observations decrease
- Multiple levels of Safety - Higher oversight presence
 - Management / OCIP / C&D Safety
- Training - Identification of hazards





SMS & OHS – SAFETY MANAGEMENT SYSTEMS



New Occupational Health and Safety Management Systems

- Increases efficiency and safety culture
- Structured framework to manage Workplace Safety
- Encourage worker participation



Contractor Safety Management System

- Aligns agency safety expectations and requirements
- Improves communication & coordination
- Support onboarding and training contractors

INSPECTIONS VS. INCIDENTS

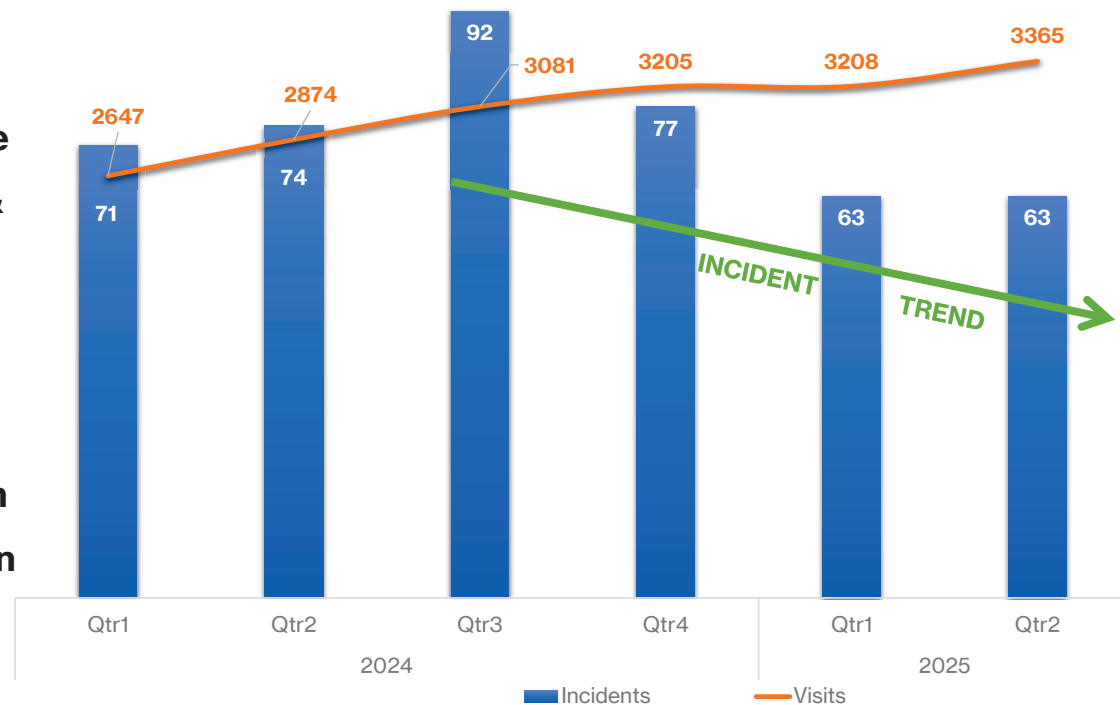
C&D Safety Contractor Incidents by Safety Inspections 2024-25

Impacts:

- Incident Rate Decrease
- Higher Oversight Presence
- Identification of Hazards & Awareness

Targeted Efforts:

- Standardized Inspection
- Corrective Action Program
- Contractor Communication
- Accountability
- Training



SAFETY TRENDS COMPARISON - INCIDENTS

2024 to 2025 Q2 – Incident Types

	2024				2025		% Change : Q3 and Q4 2024 v Q1 and Q2 2025
OSHA	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	
LOST TIME	19	16	27	24	14	12	48% ↓
RECORDABLE	11	21	17	19	12	13	29% ↓
OTHER*	41	37	48	34	37	38	23% ↓
Grand Total	71	74	92	77	63	63	32% ↓

Lost Time – A work-related incident (injury or illness) to an employee that results in a loss of productive work time, and the employee is unable to perform regular job duties.

Recordable - An injury or illness that results in restricted work or transfer to another job, medical treatment beyond first aid, or a loss of consciousness.

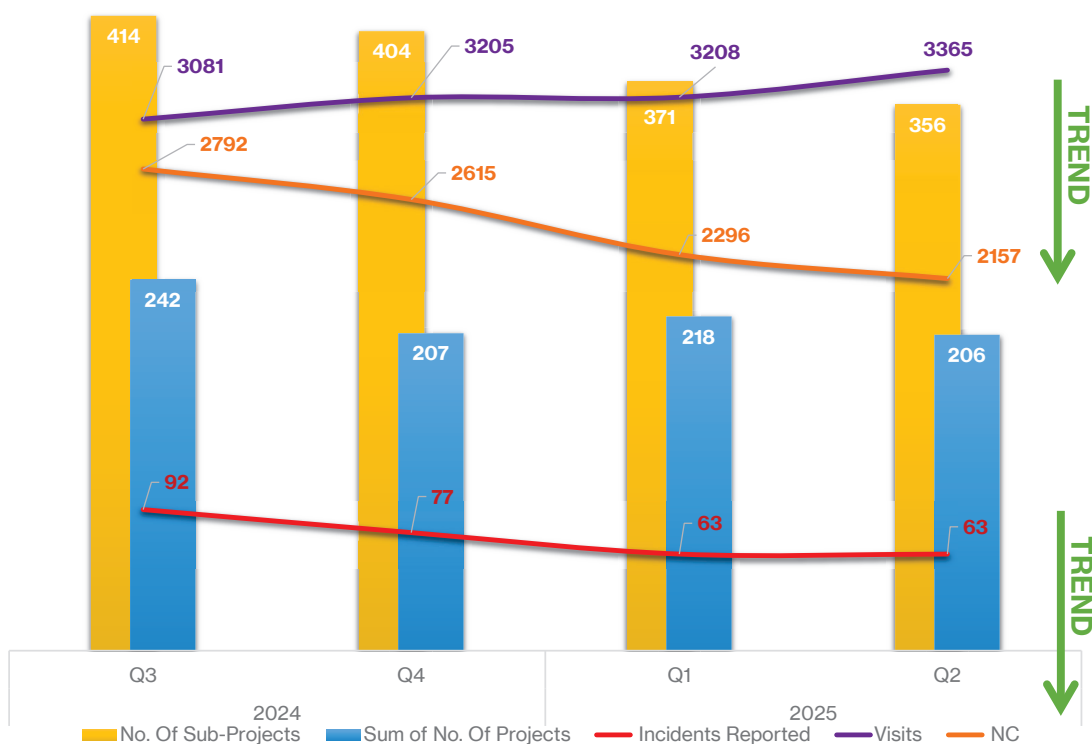
Other: A combination of minor first-aid, medical events, and incidents notification-only.

Targeted Efforts:

Increased Safety inspections | Management Walkthrough | Digital Solution (Real Time Data) | PCEO Conducting Assessments



OBSERVATION-BASED APPROACH – NON-COMPLIANT



Impact:

- Proactive Safety Conversations
- Contractor Engagement
- Real-time Feedback

Mitigation:

- Clear Safety Expectations
- Prioritized follow-up Inspections
- Multi-Level Safety Presence & Accountability
- Project Management Walkthrough (PCEO)



OBSERVATION-BASED APPROACH – 2025 STATS

6,573

Inspections
Conducted

4,453

Non-Compliant
Observations

197.99K

Compliant
Observations

4,554

Inspections –
Zero Findings





CONTRACTOR ENGAGEMENT MEETINGS

Contractors & Project Teams Meetings

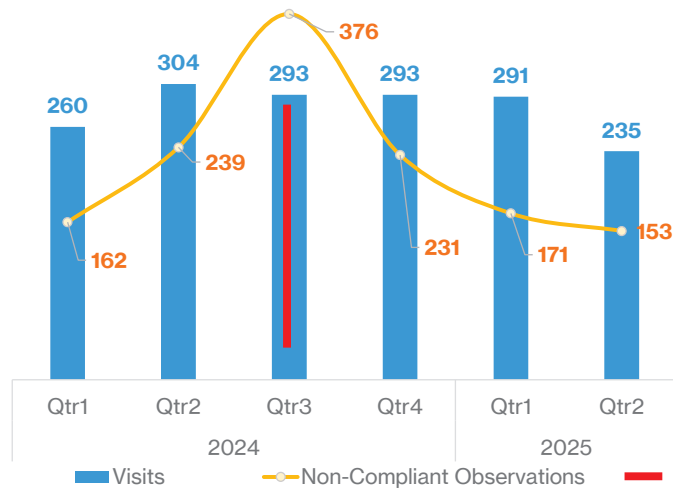
- Review of Safety Trends & Data
- Awareness of Roles & Expectations
- Proactive Solutions & Planning
- Open Communication & Collaboration
- Focus on Continuous Improvement



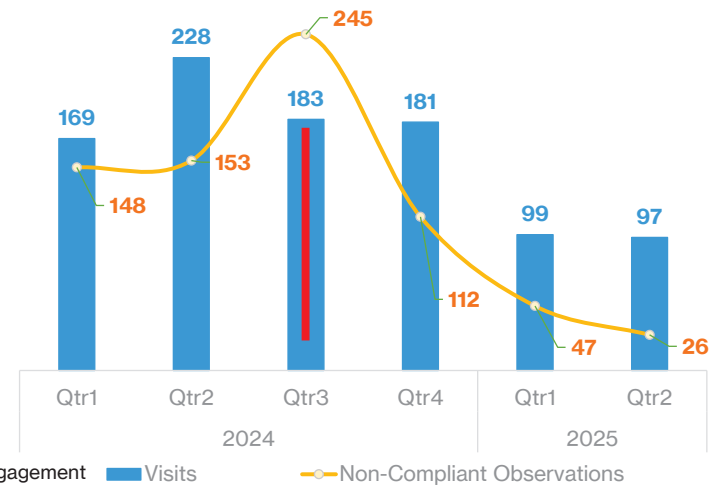


CONTRACTOR ENGAGEMENT MEETINGS

Contractor 1



Contractor 2



ENGAGEMENT POINTS

- Leadership & Safety Management
- Management of Subcontractors
- Safety Professionals on Site

ENGAGEMENT POINTS

- Safety Performance Data
- Work Area Hazards and Awareness
- Worker Engagement

SAFETY DEPARTMENTS

Tabletop Trainings Performed

- **2024 – 3 Projects**
- **2025 – 2 Projects**

Initiative:

- **Training C&D programs Tabletop Scenarios**
- **Agency & Stakeholder collaborations for Incident Readiness**
- **Continuity of Operations Plans (COOP) Plan Development**

Results:

- **Enhance EM Response to Incidents**
- **Collaboration with Project Management & Consultants**
- **MTA Agency Support for Emergency Activations & Requests**

Emergency Management



SAFETY DEPARTMENTS

Inspections Performed

- 2025 – 35 Sites

Initiative:

- Educating C&D programs through Bulletin & Guidance
- Security Inspections on a Proactive/Reactive Basis
- Fostering Strong Security Partnership with Consultants, Contractors & Public Stakeholders

Results:

- Enhanced Compliance, Awareness & Reducing gaps
- Improved Hazard Mitigation through Inspection
- Strengthened Unified Collaboration & Security Practices

Security





Security Grant Program at the MTA



July 2025

Security Grant Program – Funding Sources

- **Transit Security Grant Program (TSGP)**
 - For eligible public transportation systems.
 - MTA is a Direct Recipient from FEMA.
 - Protect critical transportation infrastructure and the travelling public from terrorism.
- **Urban Area Security Initiative (UASI)**
 - For high-risk urban areas.
 - MTA is a Sub-Recipient from NYS DHSES
 - Capabilities necessary to prevent, prepare for, protect against, and respond to acts of terrorism.
- **Port Security Grant Program (PSGP)**
 - For port authorities, facility operators, and state and local agencies.
 - MTA is a Direct Recipient from FEMA.
 - Implementing Area Maritime Security Plans, facility security plans, and other port-wide risk management efforts.
- **Law Enforcement Technology Grant (LETECH)**
 - For accredited law enforcement agencies operating outside the City of New York.
 - MTA is a Direct Recipient from NYS DCJS.
 - Implementing hardware & software technologies to help local law enforcement prevent and solve crimes.

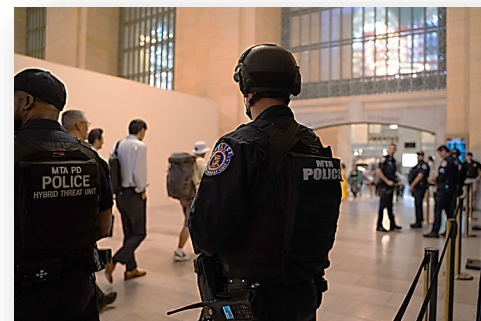
Security Grant Program – FY24 Awarded Projects

- **2024 Transit Security Grant Program**
 - HQ IT – Cybersecurity Vulnerability Scanning Tools
 - HQ IT – Cybersecurity Framework Implementation
 - HQ OOS – NYS DHSES Moynihan Train Hall/Penn Station Exercises
 - MTAPD – Targeted Counterterrorism Operational Patrols
 - MTAPD – Explosive Detection Canine (EDC) Purchase & Sustenance
 - MNR – Rail Station Deployable CCTV Systems [Construction]
- **2024 Urban Area Security Initiative (\$1.5 million)**
 - HQ OOS – Subway Conductor Cab & Platform Cameras
 - HQ OOS – Rapidly Deployable Cellular Cameras
- **2024 Law Enforcement Technology Grant (\$0.85 million)**
 - MTAPD – Drone as a First Responder (DFR) Program



Security Grant Program – FY25 Proposed Projects

- **2025 Transit Security Grant Program (~\$37.4 million)**
 - HQ IT – Network Cybersecurity Tools
 - HQ IT – Cybersecurity Lab
 - HQ OOS – Rapidly Deployable Cellular Cameras
 - HQ OOS – WMD Chemical Weapon PROTECT System Expansion
 - MTAPD – Targeted Counterterrorism Operational Patrols (CHASE)
 - MTAPD – Mobile Command Vehicle
 - NYCT – Canal Street Station Complex ESS [Construction]
 - NYCT – Jay St Metrotech Station Complex ESS [Construction]
- **2025 Port Security Grant Program (~\$3.3 million)**
 - B&T – Drone as a First Responder (DFR) Program
 - B&T – Drone Detection Program Expansion
 - B&T – Underwater Security Scanning Services
 - HQ IT – Cybersecurity Subscriptions & Dedicated Hardware
 - MTAPD – WMD Radiation Monitoring Truck



Security Grant Program – Notable Program Years

2009
\$119.4 million

- **Transit Security Grant Program** (34% of the nation)
- **TSGP Peak Funding Year** (\$348.6 million)

2009 ARRA
\$47.7 million

- **Transit Security Grant Program** (32% of the nation)
- **American Recovery & Reinvestment Act**

2012
\$28.7 million

- **Transit Security Grant Program** (32% of the nation)
- **TSGP Reaches Current Funding Level**(~\$87 million)

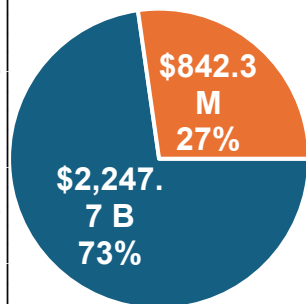
2020
\$21.2 million

- **Transit Security Grant Program** (32% of the nation)
- **7 of 8 TSGP projects awarded**

Security Grant Program – Past Utilization

Master Page # 56 of 56 - Safety Committee Meeting 7/28/2025

TSGP Since 2003



Rest of the USA ■ MTA

Transit Security Grant Program (TSGP) – 15 Year Look Back

